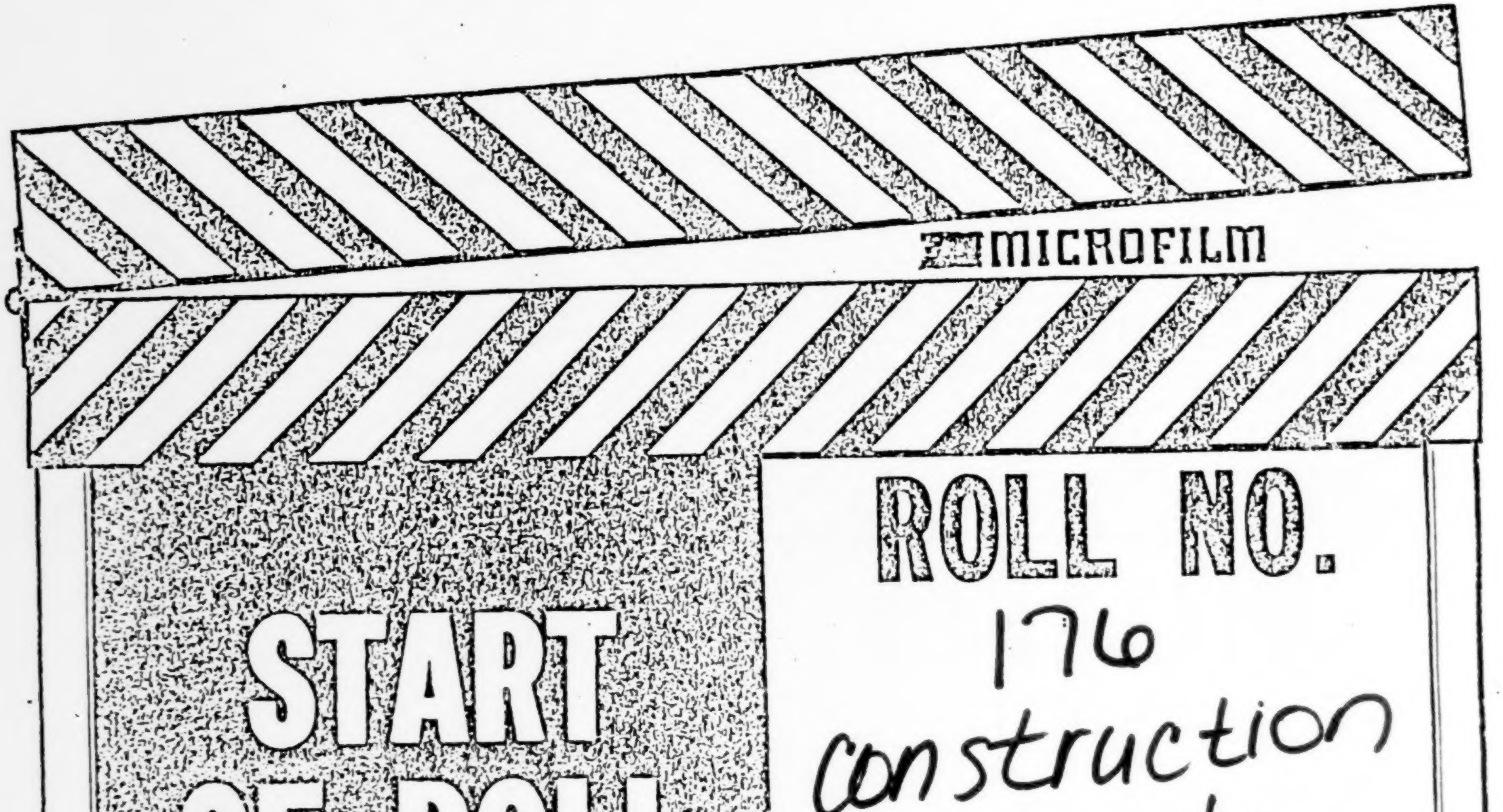

START OF ROLL

ROLL NO.
176
construction
contracts
con't.

8129 Blodgett-Gellatly Summit Sec. 1975
Corvallis-Newport Hwy.
(grade, pave, & structure)

A + R 547 - 2/5/75

Copies of all Correspondence
Blodgett - Wren Sec.
filed in Corr 81-2
Corr. - Newport
Gellatly - Wren Sec.

OREGON STATE HIGHWAY DEPARTMENT

BRIDGE FOUNDATION EXPLORATION LOG

BRIDGE DIVISION

Bridge No. 773A * Bridge Location Norton Creek Bridge Site

Date 2-29-67, 196 * Highway Newport-Corvalis County Benton

Prefix 2-1401-906 Exploration Equipment Used Division III Longyear Drill

* Show Bridge No. and Date only on all holes after first.

Sta. 2141+65 * Lft. 10, C. L. Rt. Suf. Elev. 601 Hole No. 2 LY of 2 **

** Show total number of holes on last log. Location and elevation taken from vicinity map. Some stakes on ground.

DEPTH FROM - TO Grnd. Surf	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0 to 13'		Soil: After drilling thru some clay loam dark top soil the material was a brown and gray mottled silty clay. PL+ and very plastic. Very compact for this type soil.		
		(9' to 10½') DS#1 Same ---	5,6,26/6"	
13' to 19'		weathered zone of underlying sandstone and shales. Broken down to rock fragements and clay binder.		
19' to 40'		Rock: In place bedded sandstone and shales. Very hard gray.		
		(20' to 21') Pile test No. 1 ---	Refusal.	
		(30' to 31') Pile test No. 2 ---	Refusal.	
		(39' to 40') Pile test No. 3 ---	Refusal.	
		Pilled about 18" of core showing material. Lost bit in hole.		
		40' Bottom of Hole.		
SAMPLE Show Cumulative		Water Level: 2 foot depth.		

NOTE: Mail copies at **END OF HOLE**. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Core #1: Five foot double bbl, swivel head BX-[illegible]

Pile tester: Five foot tapered prob with 166# hammer and 72" fall.

Casing: Hole drilled to 22 foot depth with [illegible] thick wall casing.

NOTED
W. C. HILL

*** Hammer 140 Pounds - Fall 30 Ins. Sampler 2" split tube O.D. Driller Tolo

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Supervisor Glen Adamson

Form E '66 (9-66)

Oregon State Highway Department

BRIDGE FOUNDATION FIELD EXPLORATION DATA

Bridge No. [illegible]
Bent or Pier No.
Hole No. [illegible] of [illegible]

Project [illegible]
Line, Sta. 21+[illegible] Lt. 18 C. L. Rt.

Date [illegible]
Driller [illegible]
Equip. [illegible]

Elevation 131	Depth	Sample—Size—Depth	140#/30" BL./FT.	Pile Test—Depth	[illegible] BL./FT.	Core—Size—Depth	Rate of Drilling	Percent Recovered	Casing—Size—Depth	Ground Water—Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale	Date
	1													
	2									WL				
	3												0-13: SOIL.	
	4													
	5											SOIL		
	6													
	7													
	8													
	9													
	10	#1												
	11													
	12													
	13													
	14												13' TO 19'	
	15													
	16											WEATHERED ZONE		
	17													
	18													
	19													
	20					#1								
	21							[illegible]						
	22													
	23												19'-40' SHALES & SANDSTONE.	
	24												HARD IN PLACE BEDDED	
	25													
	26											SHALES		
	27													
	28													
	29													
	30													
	31	#3	REC											
	32													
	33													
	34													
	35													
	36													
	37													
	38													
	39													
	40	#4	REC											
	41													
	42													
	43													
	44													
	45													
	46													
	47													
	48													
	49													
	50													

NOTED
W. C. Hill

7129

2-27-75

R

U. S. DEPARTMENT OF TRANSPORTA N FE [illegible] HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. RF-222(8)

STATE PROJECT NO. BLODGETT-GELLATLY SUMMIT

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

COUNTY NAME BENTON

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 3 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 19, 1975	FEBRUARY 19, 1975	PRIMARY ROUTE #22

STATE ROUTE NUMBER CORVALLIS-NEWPORT HIGHWAY ROUTE #33

GENERAL LOCATION:
16 MILES WEST OF CORVALLIS ON U.S. ROUTE #20

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ON THE JOB TRAINING IN AMOUNT OF $1,600 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $3,000.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*

ON THE JOB TRAINING	$1,600
TEMPORARY EROSION CONTROL	$3,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 14, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-3-75
ORIGINAL TO
L. W. Rulien
W/att

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-75		DIVISION ENGINEER

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Lyle Watson

2-1401

FILE:

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR 97330

DATE December 20, 1974

TO C. O. Fredrickson
Regional Engineer

FROM Richard E. Nelson
Resident Engineer

REFERRED TO

Beard Reed
Cole Sample
Eriksen [✓ Watson] LW
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

REGION 2 ENGINEER
RECEIVED
DEC 23 1974
F O O RTE ROE c
GEO RSO ROC RFE

SUBJECT Blodgett-Gellatly Section and
Gellatly-Wren Section

In response to Lyle Watsons request for materials sources and disposal areas for the subject projects.

There are two State controlled sources in the project vicinity.

1 - At Gellatly summit there is a quarry source (1R-1-559 and 1R-5-484) that has been used by maintenance forces, however, it is relatively undeveloped and extensive overburden is obvious, the quantity and quality of the material is uncertain, designation as a mandatory source is not recommended.

2 - Source #2-16-2 (Reed Creek quarry) was qualified on Lab Sheet #74-11252 for rip rap, the test results indicate the material as being satisfactory for the surfacing materials required, however, experience with other quarrys in this vicinity indicates that variations within the pit may provide a boarderline product for use in asphaltic concrete pavements.

This quarry is known as Reed Creek Quarry and is approximately $1\frac{3}{4}$ miles North of Wren Junction on the Kings Valley Highway, District Engineer Howard Johnson advises a developement plan has not been made and that the quantity desired (approx. 30,000 cu. yds) could probably be obtained in the source without further expansion of the area involved, by lowering the existing floor. This would provide the best available material, but could complicate plant setup.

It would be my recommendation that this source be made available as a "prospective" source. It is my opinion that certainly the A.C. and probably all the material would be provided by the contractor from established commercial sources, if allowed that option.

In regard to disposal of the approximate 44,000 cu. yds. of waste material. In research I find that the proposed waste site obtained under temporary easement, File No. [illegible], is no longer available, due to lapse in specified time limit. Other areas of sufficient size on State controlled lands are not apparent, other than the areas at Gellatly summit which is approximately a one to one and one-half mile uphill haul and it is doubtful the material could satisfactorily be contained at this site.

The best solution would be to obtain an extension of the temporary easement. If this is not attainable, making the material the property of the contractor would be recommended, there is an abandoned commercial quarry approximately one-half mile northeast of the site of the excavation, that could incorporate the material very satisfactorily as part of a reclaimation plan. State acquisition of the site is not recommended, as total reclaimation of the site may then be required, which would be a very extensive project.

Should it be necessary, it does appear sufficient area may be available along the embankment slopes to incorporate the material as slope flattening and widening within the right of way limits. The material would be difficult to incorporate, but with proper handling it would be attainable.

Attached for your information is a copy of the refered to lab sheet on Reed Creek quarry and ~~of~~ the "Temporary Easement".

1 Vessey ✓
A. Coons
2 Sugai T
Scott
3 Swenson
R. Olson
4 Trout
RECEIVED
DEC 23 1974
ROAD DESIGN SECTION

VISION
search Section

SAMPLE DATA
and
LABORATORY TEST REPORT
for
AGGREGATE

Data Sheet No.: A36143
LABORATORY REPORT NUMBER
11252

SAMPLE DATA

TE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

ect: Ritner Crk. Bridge Section		Prefix No.:	127-1410- 910
hway: # 226, Kings Valley Hwy.	Contract No.:	F.A. Proj. No.:	
ntractor:	Res. Engr.: R. Nelson	County:	Benton
mitted by: Richard E. Nelson	Sampled by: Robert E. Thompwon	Date Sampled:	6/26/74

mple No. 1	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☒

REGATE/MIX—SIZE, TYPE:
Rip Rap - Quarry Rock

NDED USE:

RRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
Source No. 2-16-2

PLED AT:
Quarry

ARKS:

FIELD CONTROL TEST NUMBER:

L.L. %
P.I. %
(¼-10) P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing

RECEIVED
JUL 21 1974
RESIDENT ENGR.
R. E. NELSON

OSHD Asphalt . . . . . . ______ %
T-27 (¼-10) P¼ . . . . . ______ %
T-11 P200 . . . . ______ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ______ COMPACT ______
COMB: ______ % THIS SAMPLE ______ % LAB. No. ______ = ______
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.93 Bulk 2.84 Absorp. 1.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100,
☑ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS [illegible]
2½-1½ 2.99 1½-¾= 2.94 ⅜-4 ______ C.A. 5.93
4- 8 ______ 8- 16 ______ 16-30 ______
30-50 ______ 50-100 ______ Ledge Rock ______ F.A. ______
☑ OSHD DEGRAD Ht. 2.2 in. P20 22 % Referee Ht. ______ in. P20 ______
RETAINED 1" Ht. ______ in. P20 ______ % Referee Ht. ______ in. P20 ______
☑ T-96 ABRASION GRADING . . A Percent Wear 16.8%
☐ T-89 LIQUID LIMIT . . . . . . ______ Field Prepared ______
☐ T-90 PLASTICITY INDEX . . . ______ Field Prepared ______
☐ OSHD SAND EQUIVALENT . . ______ Field Prepared ______
☐ T-182 ASPH. STRIP BRAND ______ Grade ______ Coated ______
ADDITIONAL TESTS: Bulk SSD 2.87

Material represented by this sample comply with specifications. Does ☑ Does not ☐

Date Received
6/27/74
Date Reported
7-23-74
Lab. Charges
$ 70.00

Fretwell
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer R. Nelson
☐ District Engineer
☐ Geology and Soils
☐ Files

3-734

Engineer of Materials

03232

File No. 40606

Sta. 2300+75 to Sta. 2325+50

Access Control and Obligations of Oregon State Highway Commission on Real Property Acquisitions Approved January 23, 1968

(Approved on condition clear title can be given)

uired as R/W and Perm. Easement, also temp. Easement for waste area Net area 2.11 A.; 1.35 A., perm. Ease, channel change 2.30 A., temp. easement, waste area

ner owner ~~William Scott and Ellen Muller~~; Charles S. Goetzinger

rantor (didn't sign option)

il address Box 44, Wren, Oregon; Rt. 1, Box 25-U, Philomath, Oregon

ation property Blodgett-Mary's River Section of

Corvallis-Newport Highway in Benton County

W½NW¼ of Lot 2 Section 20 Twp 11 S. Range 6 W.

Section Twp Range

eet address of property

te of proposed contract letting

te obligations: None

omplete restriction of access ☒ Access controlled ☐ Access not controlled ☐

PTION EXPIRES May 13, 1968 ABOVE COMPLETED

Acquired by Wilson

Right of Way Supervisor

[illegible] 2-65 and 2-66

[illegible] OF PROJECTS

BY [illegible] February 11, 1975

DATE 2-11-75

☐ [illegible]

STAGE 1*

ITEM NOS. ________ THRU ________

STAGE 2

ITEM NOS. 33 THRU 34

OTHER IDENTIFICATION AND/OR REMARKS

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
33	RF-222(8)	2.12	1,055,000	824,000	BLODGETT-GELLATLY SUMMIT SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND STRUCTURE.
34	RF-222(9)	2.06	1,150,000	899,000	GELLATLY SUMMIT - WREN SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT.

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-11-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

PRO 6-2

February 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. RF-222([illegible]) and (9)

We are submitting program data for two projects, Item Nos. 33 and 34, which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our present intention to receive bids for these projects on March 13, 1975.

Enclosed is one copy each of State Clearinghouse and District 4 Clearinghouse A-95 approval letters dated January 24, 1975 and February 4, 1975, respectively.

Enc.

JG:js

ATHS TRANSACTION NO.

DATE SUBMITTED TO E.O.

2-1-76

FEDERAL AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 20, Blodgett, N.E. 2.1 mi. 65	ADT	PRESENT 2,600	FUTURE (66) 4,950 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon		ST COD
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave, Str. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (73)	ENERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER: PREFIX LETTER(S) 14 RF- 28	NUMBER 7 222	SEQ. N
CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	NAME OF URBAN AREA 17-31 - -	COUNTY NAME Benton	CODE 003 (14) (16)	ROUTE NO. P	FEDERAL-AID 22 (32)	STATE 33 (36)	U.S. (37) 20 (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	US 20, Blodgett, N.E. 2.2 mi.	(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6204 X080		"Blodgett-Gellatly Summit Sec."	2.12	1,055,000	824,000	231,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.12	1,055,000	824,000	231,000	
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(28)	REMARKS	

Gr.,
2-1
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USCO

(REV

2-11-75

FEDERAL-AID PROGRAM [illegible]
(PPM 21-1)

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
20, Blodgett, N.E. 2.1 mi.	**ADT**	2,600	4,950	95	10	Oregon	41	073	33

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ve, Str.								RF-	222	(8)	

Rural Primary

- -

COUNTY NAME		CODE
Benton		003

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	22	33	20

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		US 20, Blodgett, N.E. 2.2 mi.						Gr., dr., H.T. pave 2-12' lanes with 8' shoulders, also 12' climbing lanes with 4' shoulders where required. Const. one bridge (L. 83'-11").
OW								
ONST CODE) 204 X080		"Blodgett-Gellatly Summit Sec."	2.12	1,055,000	824,000	231,000		ROW - 160' min.; Access Control-partia Parking restrictions-none; Utilities - adj. required including ~~restoration~~ prep. work.
		PROJECT TOTALS	2.12	1,055,000	824,000	231,000		

ROVAL DATES

REMARKS

-over-

USCOMM-DC 48905-P61

BLODGETT-GELLATLY SUMMIT SECTION

PROJECT NO. RF-222(3)

REMARKS - continued

Existing Facilities:

Roadway - - - - - 18-foot bituminous surface with 6-foot shoulders.
Structure - - - - Norton Cr., Br. No. 773, timber trestle, L. 37', H.C. 24-1/2', H-20 loading.

Adjacent Sections:

West End- - - - - O'xing SPRR & Marys River (Project No. F-222(4), Br. No. 866-B, RCDG, L. 297', HC 30', H-20 loading) and roadway same as described for existing facility.

East End- - - - - Connects to Project F-222(7), 2-12' travel lanes AC surface with 1-12' climbing lane AC surface having 10' shoulder adjacent to travel lane and 4' shoulder adjacent to climbing lane.

Project Data: The project consists of grade, drain, and high-type pave two 12-foot lanes with 8-foot shoulders and also 12-foot climbing lanes with 4-foot shoulders where required. Construct over Norton Creek one prestressed concrete slab span bridge (Br. No. 773A) 83'-11" long with a horizontal clearance of 44 feet.

Roadway Type Code 6204 - - - - - - - - - Est. Cost $956,000
Structure Type Code X080 - - - - - - - - Est. Cost $ 97,800

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 letters of approval dated January 24, 1975 and February 4, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975 on the Blodgett-Wren Section which includes this project.

Public Hearings: Offered, but none requested (additional required per FHWA memorandum of May 13, 1969 on the Blodge Section which includes this project).

Design: Approved (FHWA memorandum of October 9, 1969 on B Section which includes this project).

NOTE: (1) On-the-job trainees, as set forth in FHWA orde 7-2(2), on this project will be determined at P and the number stipulated in the PS & E docume

(2) This project is in Congressional District No.

Utilities: Adjustment of the following (type code YOGO):

Consumers Power Inc. - - - - - - - $1,200

BLODGETT-GELLATLY SUMMIT SECTION

PROJECT NO. RF-222(8)

ontinued

cilities:

y - - - - - 18-foot bituminous surface with 6-foot shoulders.
ure - - - - Norton Cr., Br. No. 773, timber trestle, L. 37', H.C. 24-1/2', H-20 loading.

ctions:

nd- - - - - O'xing SPRR & Marys River (Project No. F-222(4), Br. No. 866-B, RCDG, L. 297', HC 30', H-20 loading) and roadway same as described for existing facility.

nd- - - - - Connects to Project F-222(7), 2-12' travel lanes AC surface with 1-12' climbing lane AC surface having 10' shoulder adjacent to travel lane and 4' shoulder adjacent to climbing lane.

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lanes with 8-foot shoulders and also 12-foot climbing lanes
shoulders where required. Construct over Norton Creek one
concrete slab span bridge (Br. No. 773A) 83'-11" long with a
clearance of 44 feet.

y Type Code 6204 - - - - - - - - - Est. Cost $956,000
ure Type Code X080 - - - - - - - - Est. Cost $ 97,800

on, Airports, Railroads, Water Developments, Historical and
l Areas: None involved.

Requirements: State Clearinghouse and District 4 Clearinghouse
s of approval dated January 24, 1975 and February 4, 1975
y.

Requirements: Nonmajor action project not requiring an environ-
ement concurred in by FHWA January 6, 1975 on the Blodgett-Wren
ch includes this project.

Public Hearings: Offered, but none requested (additional hearings not required per FHWA memorandum of May 13, 1969 on the Blodgett-Wren Section which includes this project).

Design: Approved (FHWA memorandum of October 9, 1969 on Blodgett-Wren Section which includes this project).

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Utilities: Adjustment of the following (type code Y060):

Consumers Power Inc. - - - - - - - $1,200

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 2-65 AND 2-66

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-11-75

BY (Signature): L.W.RULIEN'S FEBRUARY 11, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 33 THRU 34

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
-	RF-222(8)	2.12	1,055,000	824,000	BLODGETT-GELLATLY SUMMIT SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND STRUCTURE.
34	RF-222(9)	2.06	1,150,000	899,000	GELLATLY SUMMIT - WREN SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT.

RECEIVED
STATE HWY ENGR
FEB 13 '75

R RKS (Division)

Orig –

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-11-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48

GPO 915-690

February 5, 1975

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: Fred Renstrom
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Blodgett-Cellatly Summit Section on the Corvallis-Newport Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (Cont. agree. Att.)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 29, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project RF-222(-)
Blodgett-Gellatly Summit Section
and Gellatly Summit-Wren Section
Shoulder Widths

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By January 21, 1975 memoranda, Mr. Rulien requested concurrence in reduction of the proposed shoulder widths on the subject projects from 10 feet to 6 feet.

We have carefully reviewed Mr. Rulien's proposal in light of the present economic climate and the desire to provide as many miles of highway improvements as possible. However, in view of our present Region 10 "Position Statement on Design Standards" we cannot approve shoulder widths less than AASHTO minimum on new construction. AASHTO's Geometric Design Standards for Highways Other than Freeways - 1969 sets forth a minimum shoulder width of 8 feet for the type of facility in question. It is suggested that the shoulders on these projects be constructed to this minimum standard.

G. L. Green

RECEIVED
STATE HWY ENG.
JAN 30 '75
REFER TO

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc Vantey
Wolfe
1-31-75

L. Watson
2-14C/33

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 6, 1975

FROM: Lyle K. Watson
Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: Blodgett-Gellatly Summit
Gellatly Summit-Wren
Corvallis-Newport Highway
Benton County

A review of material sources on the named section was held by phone with G. W. Wimer on January 3. Only one state controlled source is known and since this will be two projects, the surfacing materials will be contractor supplied.

On the Gellatly Summit-Wren Section there is approximately 20,000 cubic yards of unsuitable material to be disposed of. Material will be used to flatten slopes. No disposal areas are provided at this time.

Region requested $35,000 for anticipated slides on Gellatly Summit-Wren and $10,000 on Blodgett-Gellatly Summit.

REGION 2 ENGINEER
RECEIVED
JAN 6 1974
[✓ ☐ RE] [✓ ☐ RCE] [✓ ☐ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ RCC ☐ RFE

REFERRED TO
____Beard____ ____Reed____
____Cole____ ____Sample____
____Eriksen____ ____[✓ Watson] W
____Hager____ ____Wolfe____
Return Discuss Do [✓ File Copy] Due____
BY FINAL DESIGN ENGINEER

LKW:we
cc: Gary A. Potter
C. O. Fredrickson
C. G. Swenson

cc Lyle Watson ✓ This office is agreeable to not offering the Reed Creek Quarry
G Wimer

cc C. G. Swenson
cc Dick Nelson

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:

NPPEN-PL-5

30 December 1974

G. N. Hopkins
Project Management Section
State Highway Division
Salem, OR 97310

Dear Mr. Hopkins:

Thank you for your letter of 12 December 1974 which inclosed the State's application for Federal aid for improvements to the Corvallis-Newport highway between Blodgett and Wren.

Blodgett and Wren are within areas that we are presently considering as possible reservoir locations. Preliminary indications are that projects at those locations probably would not be feasible. We expect to confirm those indications within several months. If at that time reservoir projects still appear unfavorable, our study of them will cease. If projects appear feasible we would initiate more detailed studies.

If we should recommend a project upon completion of detailed studies, and authorization and funding is provided by the Congress, construction would probably not start until at least ten years from now.

We appreciate the opportunity to comment on your proposal and hope these comments will be of use to you.

Sincerely yours,

for L. J. STEIN
Chief, Engineering Division

1-7-75
cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
H. C. Johnson
C. O. Fredrickson
Aeronautics Division

BEN GIFFORD

RECEIVED
STATE HWY ENG.
JAN 7'75
REFER TO
FOR

RECEIVED
JAN 2 1974
PROJECT MANAGEMENT SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 19, 1974

FROM: Frank E. Terpin F.E.T.
Final Design Engineer

SUBJECT: Blodgett-Gellatly Summit Sec.
Corvallis-Newport Highway
Benton County

TO: MEMORANDUM TO THE FILE

The subject project begins at the end of the Mary's River-S.P.R.R. overcrossing structure. Said structure has a 30 foot roadway.

The adjacent Dudley Hill-Blodgett Section of the subject highway approaches said structure with a 44 foot wide section.

It is proposed to construct the subject project with a 36 foot wide section.

The question has been posed - should the existing structure be widened?

The overcrossing structure was built in 1955 and it is estimated to cost approximately $320,000 to widen it to a 40 foot roadway width.

Thirty foot roadway structures exist all over the State even on the Interstate system where traffic volumes and speeds are much higher than at this location.

It would seem inappropriate considering the present funding situation to spend $320,000 of primary funds to widen this structure at this time.

FET:we
cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Victor D. Wolfe
C. O. Fredrickson
Lyle K. Watson

✓
2
3

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Blodgett - Gellatly Summit
Highway: Corvallis-Newport (FAR 22)
County: Benton
Prefix: 2-1401

Res. Engr. Richard Nelson
Approx. Length 2.1± miles
Sta. 2110+82± to Sta. 2222+50±
Date December 17, 1974

Mean Truck A.D.T. 581
Traffic Coefficient 9.8
18 kip s. a. per day 260.5
(1)

Annual Precipitation 40"±
Frost Penetration - - - -
CBF Total Requirement 32.5"

Typical Soil

43	LL
11	PI
100	%P 10
77	%P 200
0	% Gravel
7	% C Sand
16	% F Sand
32	% Silt
45	% Clay
6	R Value
A-7-5	AASHO Classif.

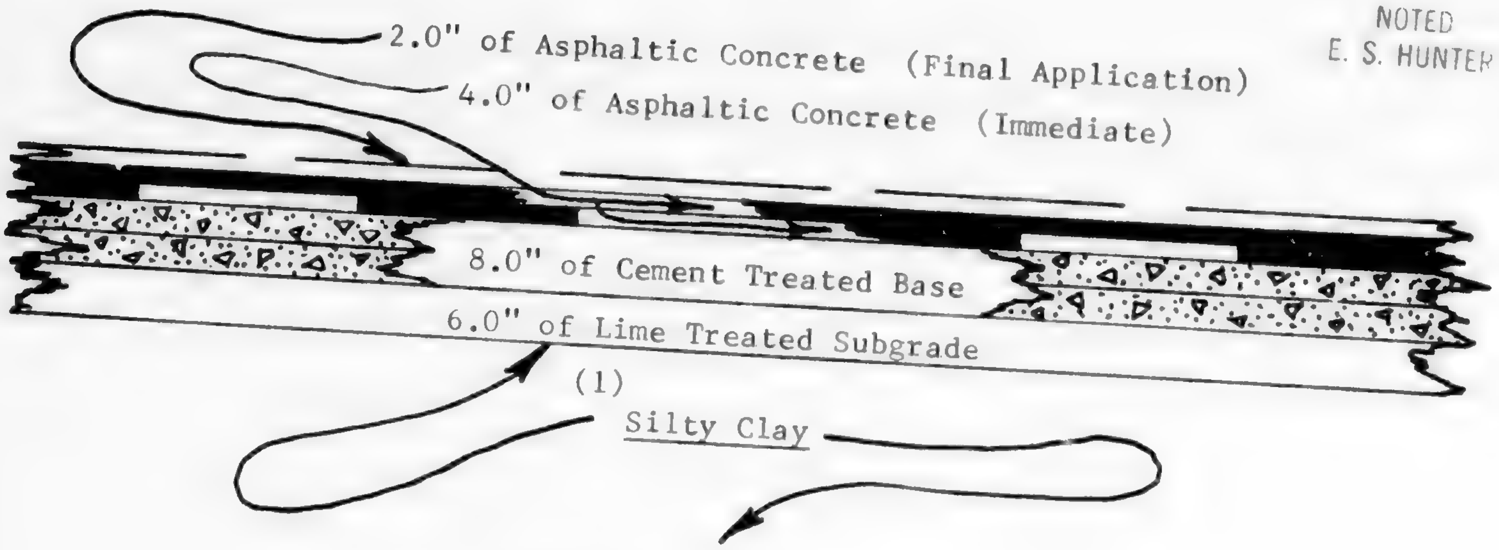
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	C.T.B.
6.0	6.0	L.T.S.
32.5	20.0	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

See "Remarks" on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by C. J. Gregg
Base Design Engineer

Recommended by John C [illegible]
Engineer of Materials XXX XXXXXXX

Recommended by Victor D. Wolfe
Location Engineer

Approved by E S Hunter
Asst. State Highway Engineer

SECTION: Blodgett-Gellatly Summit

HIGHWAY: Corvallis-Newport (FAR 22)

COUNTY: Benton

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Cement Treated *Base*	1.0"-0 *Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	8.0"	---	6.0"	28.5"	17.5"
7.0 - 8.0	3.5"	7.0"	---	6.0"	25.0"	16.5"
6.0 - 7.0	3.0"	---	15.5"	---	21.5"	18.5"
4.8 - 6.0	2.0"	---	14.5"	---	18.5"	16.5"
Cars Only	2.0"	---	9.5"	---	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.5 and a C.B.E. Requirement of 28.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Blodgett-Gellatly Summit

HIGHWAY: Corvallis-Newport (FAR 22)

COUNTY: Benton

2600 Present ADT (1975)

15.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.9	152	116	450	52,200
3	110	1.9	209	159	1000	159,000
4	5	1.9	10	8	1250	10,000
5	205	1.9	390	298	3180	947,640
6	0	---	---	---	2570	- - - -
				581 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,168,840

TWENTY YEAR EWL 23,376,800

TRAFFIC COEFFICIENT 9.8

SECTION: Blodgett-Gellatly Summit

HIGHWAY: Corvallis-Newport (FAR 22)

COUNTY: Benton

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Stage construction is part of the design on this project, necessitating the use of A.C. A.C. surfacing would also maintain pavement continuity.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1974

TO

Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
240 N.W. 6th Street
Corvallis, Oregon 97330

FROM

G. N. Hopkins
Project Development Engineer

SUBJECT

Notice of Intent for Primary Rural Funds
State Administrative District No. 4
Blodgett-Wren
Corvallis-Newport Highway
Benton County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 20, 1975.

Attachment

BLG:js

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
H. C. Johnson
C. O. Fredrickson
Aeronautics Division

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 12] **APPLICANT ADDRESS** **STREET** [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Blodgett-Wren District 4

11 12] **PROJECT LOCATION** **CITY** [45: Corvallis-Newport Highway — 46] **PROJECT LOCATION** **COUNTY** [79: Benton

05 12] **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)** [71

This project, of approximately two equal units, totaling 4.1 miles involves [71

06 12] grading, paving, str. (Norton Cr.) and incidental work to convert the [71

07 12] existing facility to current standards. The alignment will follow the existing [71

08 12] corridor and provide a roadway with two 12-foot travel lanes, 10-foot shoulders, [71

09 12] with 12-foot climbing lane where required. Left turn lanes at Kings Valley [71

10 12] Hwy. intersection. [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,950,000	-	550,000	-	-	2,500,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 · REGIONAL Yes ☐ 31 No ☐ 32 · LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 20 — 45] YEAR [46: 1975

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: December 12, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 12, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C)

Federal-aid Primary Rural Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 34
(c) State Senatorial District(s) Number(s) 18

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

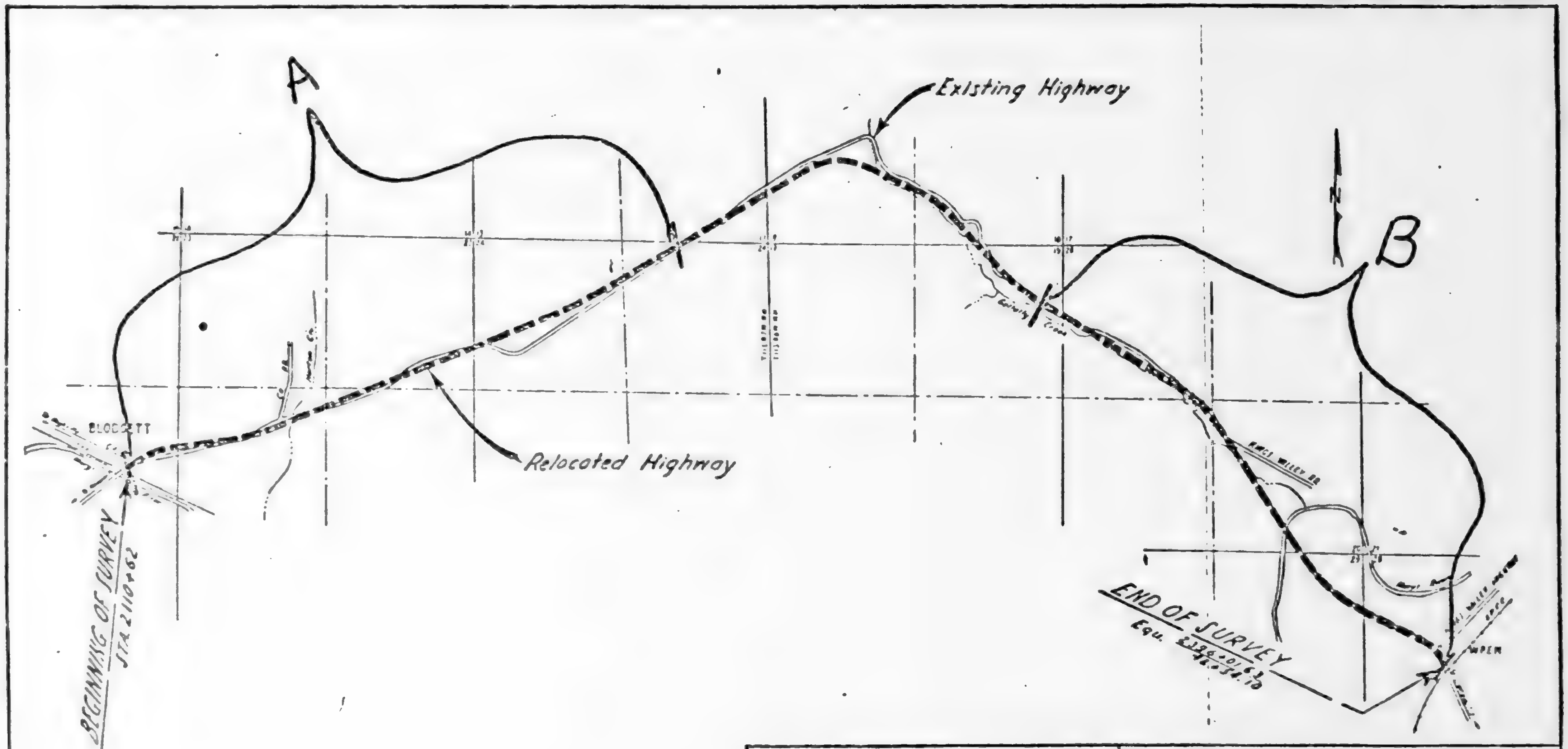
REMARKS

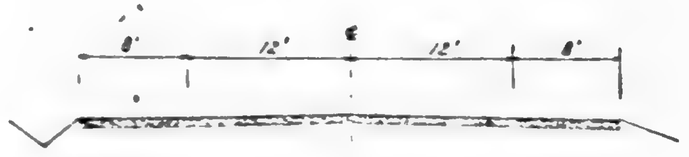
17(E) This is a category 3 project and a negative declaration will be prepared under Oregon's action plan.

This project is proposed by the State Highway Division right-of-way acquisition completed prior to April 18, 1969.

Public hearings will not be necessary.

DRG. NO. 1R-4-276





TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED FEB 28 1967 19

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY APPROVAL MAP

BLODGETT - WREN SEC.

CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY
DRG. NO. 1R-4-276

SCALE: 1" = 1700'
DATE February, 1967
FOR DETAILS SEE DRG. NO. 9B-1-8 , 8B-36-2

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT RF-222(-)

Date October 9, 1974

A. PROJECT IDENTIFICATION

Name of Project Blodgett-Wren (A) (Blodgett-Gellatly Summit, (B) Gellatly Summit-Wren)
(Section)

Location of Project - Corvallis-Newport (Highway Name) U. S. 34 (ORE 33) (Highway No., US - ORE)

(City) Benton (County) II (Region)

Program FAP (Funding) A-$655,000 B-$647,000 (1968 figures) (Estimated Cost) 2-1401-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The project would increase safety and travel speeds by straightening and widening a narrow, winding road which is heavily used by logging trucks and recreational vehicles, and is a main arterial between the Willamette Valley and the Oregon Coast.

Origin and History: Information on the history is unavailable as appropriate materials are in storage. The central section, Gellatly Summit was built in 1971.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length (a) - 2.1 mile, (b) - 2.0 miles Total 4.1 miles

Termini A - west end at structure over Mary's River in Blodgett, east end joins near new Gellatly Summit section, B - west end joins new Gellatly Summit section, east end terminates at structure over Southern Pacific tracks at Wren (stations of termini listed below).

Alignment (new or existing) Primarily new alignment, existing corridor.

Stations for termini (A) - 2110 + 62-222 + 50
(B) - 2292 + 50-43 + 52.50

3 CATEGORY
PROJECT

Form (2)3-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Already purchased, acquisition completed prior to April 18, 1969.

Typical Section 10' shoulders and two 12' travel lanes; 2110 + 62-2196 + 00; 2311 - 2385 two 12' travel lanes, one 12' climbing lane, 10' shoulder on opposite side; 2196 -2222 + 50 (below)

Bikeway NO

Structures Small structure over Norton Creek. Existing structure over Mary's River, built in 1967 to remain unmodified.

Additional Facilities NONE

Access Control New access must be approved.

Materials Unknown, one quarry likely for section B near Wren

Borrow and Waste Disposal Balanced sections

Special Construction Methods Not applicable

Characteristics (ADT) Approximately 2,400

Other General Information (or Supplemental information to items) 2292 + 50 - 2311; two 16' travel lanes, two 8' turning lanes, 4' shoulders; 2385 + 00 - 2394 + 50 (at Kings Valley Highway intersection).

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

NOT APPLICABLE, except the channelization of Gallatly Creek should be coordinated with the Game Commission through the biologist of the Environmental Section, to identify alternative methods.

NOTE: Construction of both sections is being delayed until the U.S. Army Corps of Engineers determines if dams will be built at three potential locations along the Mary's River and it's tributaries. Public hearings are scheduled for October and a decision should result. By CE

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Public information session held in late 1966.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies Described above in D.

PNRS No. 08-35-Ee

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization

☐ Reconnaissance

☐ Field Location

☐ Office Location

☐ Field Prel. Design

☐ Office Prel. Design

☒ Final Design Preliminary design completed November 20, 1973

☐ Contract Plans

FHWA

Status — Date

☐ Systems Planning

☐ Prel. Engineering

☐ Corridor Approval

☒ Design Approval October 9, 1969

☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is located in the foot hills of the Oregon Coast Range. Section A passes through rolling grass lard used for grazing. Small stands of mature fir are dispersed across these lands. Norton Creek, a small, almost intermittent stream, bisects the project near Blodgett.

Most of Section B is located in the Gellatly Creek drainage. The vegetation is second-growth timber and the stream meanders near, but does not pass under, the existing highway. The eastern ½ mile of the section enters grazing lands, similar to those found through Section A. The road passes over the Mary's River.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The area is rural with dispersed homesteads along the highway. The west end of the project passes through the hamlet of Blodgett. Land is used for agriculture primarily grazing. No noise or air quality problems were found. The only aesthetically-displeasing area is the reconstructed Gellatly Summit section.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

All acquired.

Consequences:

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Gellatly Creek will be channelized between stations 2305 and 2327. Difficulty in revegetating north-facing cut slopes.

Consequences:

Possible disruption of anadromous and resident fish populations and a decrease in water quality. Possible lack of slope stabilization.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Removal of one mature stand of fir. The rock quarry to be used is near Wren on an elevated hillside.

Consequences:

Considerations for rehabilitation of this quarry site should be considered if it is selected as a materials source.

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

      Yes

   c. Water Quality Standards

      Requires additional research.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		XXX	
Urban Economist			
Water Quality Spec.		XXX	
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Details of channelization.

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

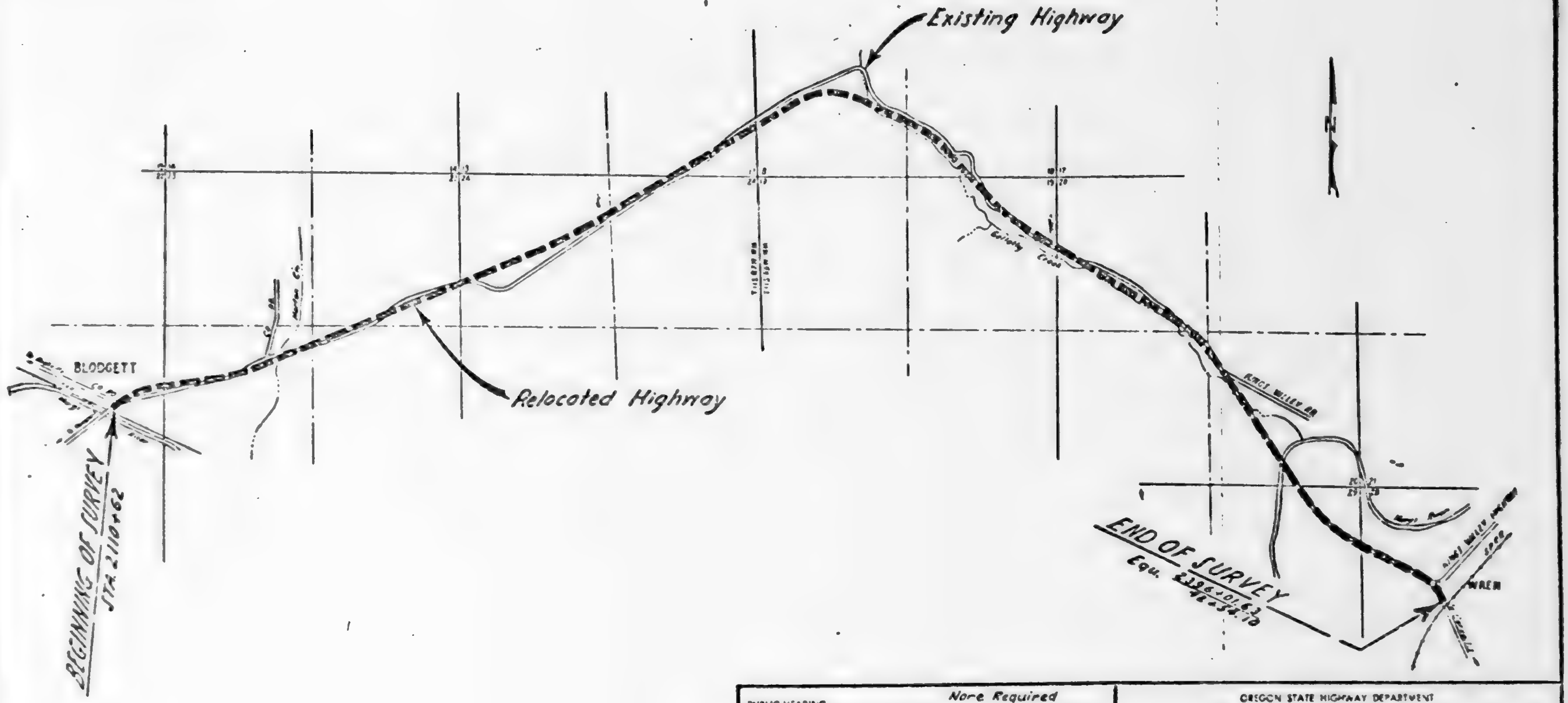
J. PROJECT (ACTION PLAN) CLASSIFICATION:

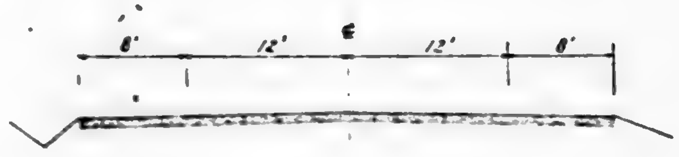
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

DRG. NO. 1R-4-276





TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED FEB 2 8 1967 19

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY APPROVAL MAP

BLODGETT - WREN SEC.

CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY
DRG. NO. 1R-4-276

SCALE: 1" = 1700'
DATE February, 1967

FOR DETAILS SEE DRG. NO. 9B-1-8 , 8B-36-2

RECEIVED
MAY 15 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 13, 1969

In reply refer to: 08-35-EC/400.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Public Hearing Status and Design Approval
Blodgett - Gellatly Summit Section F-222( ),
Gellatly Summit Section F-222( ) and
Gellatly Summit - Wren Section F-222( )
Corvallis - Newport Highway
Benton County

I concur that additional public hearings are not required for the subject projects as the opportunity for a hearing was offered and no requests were received. Also, all right of way has been purchased.

Design approval has been deferred until we receive and have had the opportunity to review the study report required by Paragraph 10 of PPM 20-8.

F. B. KLABOE

5-15-69

Young
By Asst. State Hwy. Engr

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1969

FOR FILING

[illegible]

[illegible]

[illegible]

Subject: [illegible]

[illegible]
Division Engineer
[illegible]

Dear Sir:

We hereby request your concurrence that additional hearings are not required [illegible] subject projects. The requests are based on the following information.

1. [illegible] the subject projects [illegible]

2. [illegible]

3. [illegible]

[illegible]

Very truly yours,

[illegible]

JG:bb

cc: [illegible]
D. J. [illegible]
[illegible]
E. L. Giff[illegible]
R. N. Chase

3130 Col. River Hwy. at Brownsmead Rd. E. of Astoria 1975
(.22 mi. grading & paving)

R

July 14, 1975

The Travelers Indemnity Company
Surety Department
707 SW Washington Street
Portland, OR 97205

Gentlemen:

On July 9, 1975, we wrote to you concerning release of final payment on Contract No. 8130 awarded to Columbia West Materials and Constructors, Inc. for work on Brownsmead Road Section of the Columbia River Highway in Clatsop County.

Final payment on this contract is $3,205.89 and the total contract amount is $61,899.44. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Columbia West Materials and
Constructors, Inc.
500 Tennant Way
Longview, WA 98632

Corroon & Black
1600 SW 4th
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson

fkn/hb

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Hwy. & Brownsmead Rd. (MP 80)

WEEK ENDING: June 13, 1975

SECTION PREFIX: 4-0501

HIGHWAY: Lower Columbia River

COUNTY: Clatsop

NAME OF JOB: Brownsmead Rd. (M.P.80)

KIND OF WORK: Grading & Paving

CONTRACTOR: Col. West Materials & Const.

CONTRACT NUMBER: 8130

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 17, 1975

DATE WORK STARTED: 4-23-75

~~XXXXXX~~ COMPLETION DATE: June 12, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 3 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 75

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 67

PERCENT OF TIME ELAPSED 89

PROJECT AUTHORIZATION: $ 63,942.53

EXCLUSIVE OF ENGINEERING: $ 58,358.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 62,132.68

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 6 %

ENGINEERING AUTHORIZATION: $ 5,584.50

ENGINEERING COST TO DATE: $ 5,567.92

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 12, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.28	.28			.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.28	.28			.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,100	1,100			1,150
TOTAL QUANTITIES CORRECTED TO DATE	3,093.7	1,395.7			1,404.325
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	All	All			All
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Cat

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Clear	1		
MONDAY 9	Clear	1		
TUESDAY 10	Clear	1		
WEDNESDAY 11	Clear	1		
THURSDAY 12	Clear	1		
FRIDAY 13	Clear	0		
SATURDAY 7	Clear	1		

K

RECEIVED
JUN 17 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	No work
MONDAY 9	No work
TUESDAY 10	No work
WEDNESDAY 11	No work
THURSDAY 12	Minor clean-up Seeding & Mulching of waste area Removal of temporary signing Project complete
FRIDAY 13	
SATURDAY 7	No work

REMARKS

Final inspection was given Thursday, June 5, 1975 by Gerald Wimer Rod Henry, Eddie Welsh, & Gareld Inloes.

All work and signs removed and completed.

This is the final report.

SIGNED Gareld Inloes LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP F216

3131 Taunton Lake [illegible] 10/
Central area. [illegible] of [illegible]
(0.9 mi. grading [illegible]

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Deschutes

Project Number
RF-148(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 692,770	$ 692,770
Federal funds	$ 541,600	$ 594,396
Other revisions		

This modification is made for the following reasons:

To increase federal aid Pro Rata to 85.3% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $98,374

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-148(18)

Hampton-Lake County Line Section

Central Oregon Highway In Deschutes County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (Sta. 3247+00 to Sta. 3611+11)

Total same as previous estimate of February 24, 1976 $692,770.00

Length of Project - - - - - - - -	6.90 miles
Cost of Roadway per mile- - - - -	$100,401.45

*Federal Funds- - - - - - - - - - -	$594,396.00
State Funds- - - - - - - - - - - -	98,374.00
TOTAL	$692,770.00

Group 1 - 100%
Contract No. - 8131
Prefix - 9-1088

*Increase Federal Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-15

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State
Oregon

County
Deschutes

Project Number
RF-148(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 692,770	$ 692,770
Federal funds	$ 541,600	$ 692,770
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed March 26, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 151,170."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: G. L. Green

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER [illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Deschutes

Project Number RF-148(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 684,302	$ 692,770
Federal funds	$ 535,055	$ 541,600
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantity

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. RF-148(18)

Hampton-Lake County Line Section
Central Oregon Hwy. in Deschutes County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3247+00 to Sta. 3611+11)

Subtotal on previous estimate of March 19, 1975			$602,910.00
Previous Estimate			
3/4"-0 Aggregate Base	8,600 tons	4.00	34,400.00
Revised Estimate			
3/4"-0 Aggregate Base	10,717 tons	4.00	42,868.00
Increase			$ 8,468.00
Subtotal			$611,378.00
Engineering			81,392.00
Total			$692,770.00

Length of Roadway - - - - - - - - - - - 6.90 Miles

Cost of Roadway per mile - - - - - - - - $100,401.45

Federal Funds -	$541,600.00
State Funds -	151,170.00
Total	$692,770.00

Group 1	100%
Contract No.	8131
Prefix	9-1088

Oregon State Highway Division

Federal-Aid Project
No. RF-143(13)

HAMPTON-LAKE COUNTY LINE SECTION

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

Salem, Oregon, March 19, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 3247+00 to Sta. 3611+10)

Furnishing Field Laboratory	1 only	1,000.00	$ 1,000.00
Mobilization	All Required		59,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	700 sq.ft.	6.00	4,200.00
Flagmen	750 hours	12.00	9,000.00
Removal of Structures and Obstruction	All Required		2,000.00
Ditch Excavation	20 cu.yds.	10.00	200.00
General Excavation	20,600 cu.yds.	2.00	41,200.00
Trench Excavation	60 cu.yds.	10.00	600.00
Finishing Roadbed and Slopes	All Required		7,000.00
Watering	1,400 M-gals.	3.00	4,200.00
Grid-Rolled Aggregate Subbase	39,500 cu.yds.	2.00	79,000.00
Grid Roller with Tractor	225 hours	30.00	6,750.00
3/4"-0 Aggregate Base	8,600 tons	4.00	34,400.00
Class B or Class C Asphalt Concrete Mixture	32,800 tons	5.00	164,000.00
Asphalt Cement in Mixture	2,140 tons	80.00	171,200.00
Asphalt in Tack Coat	25 tons	100.00	2,500.00
18-inch Culvert Pipe	206 lin.ft.	10.00	2,060.00
24-inch Culvert Pipe	66 lin.ft.	12.00	792.00
18-inch Arch Type Pipe	54 lin.ft.	12.00	648.00
Extra for Pipe Under Pavement	72 lin.ft.	5.00	360.00
Extra for Asphalt Approaches	5 only	100.00	500.00
Guide Posts	270 only	10.00	2,700.00
			$ 599,310.00

Additional Items

Temporary Erosion Control	All Required	$ 2,000.00
On the Job Trainees (2@$800)	All Required	1,600.00
		$ 3,600.00
	Subtotal	$ 602,910.00
	Engineering	81,392.00
	Total	$ 684,302.00

Length of Roadway - - - - - - - - - - -	6.90 miles
Cost of Roadway Per Mile- - - - - - -	$99,174.20

Retained in Program Status

Reclamation of Material Source	All Required	$ 5,000.00
	Engineering	675.00
	Total	$ 5,675.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$684,302.00	$535,055.00	$149,247.00
Retained in Program	5,675.00	4,437.00	1,238.00
Total	$689,977.00	$539,492.00	$150,485.00

Group 1 - 100%

Contract No. 8131

Prefix: 9-1088

HAMPTON-LAKE COUNTY LINE SECTION

Nonparticipating - State Work

Permanent Pavement Striping	All Required	$1,500.00
Stage Construction Striping	All Required	500.00
	Total	$2,000.00

8131

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon
COUNTY: Deschutes
PROJECT NO.: RF-148(18)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 1.4 Mi. N.W. Hampton S.E. 6.9 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-19-75	6.9
OTHER (Specify)		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 684,302	$ 535,055

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307(c) as amended. In the event a project is financed with both Federal-aid funds and State matching funds the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 2/24/76	REPORT MADE BY D. B. Carter, Area Engr		PROJECT NO. RF-148(18)
COMPLETION DATE 8-27-75	ACCEPTANCE DATE BY CONTRACT AGENCY 11/4/75	TIME ELAPSED $\frac{143}{150}$ = 95 %	CONTRACT TIME 150 CWD
APPROVED EXTENSIONS None	LOCATION Central Oregon Highway (US 20) approximately 65 miles east of Bend in Deschutes County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 27 1976
Washington

HAMPTON-LAKE COUNTY LINE
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY
Grading & Paving

This project provided for widening and paving of some 6.9 miles of the Central Oregon Highway.

All contract work was completed on August 27, 1975 at which time 143 calendar workdays had been used. The contract provided 150 calendar workdays.

The final total cost of the project including engineering was $688,112.63 which is $4,140.02 under the project authorization of $692,252.65. The Resident Engineer's statement of overruns and underruns has been reviewed and is on file in the Division Office.

All participating work on the project has been completed.

All project signing and striping is complete.

A final inspection of the project was held on July 29, 1975.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter	SIGNATURE Original signed by G. K. Hossner Dist Engineer G. K. Hossner
TITLE Area Engineer DATE 2/24/76	TITLE District Engineer DATE FEB 2

Previous Editions of PR-33E Will Not Be Used.

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

STATE COPY 8131

U.S. DEPARTMENT OF TRANSPORTATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

To be completed by Washington Headquarters Personnel

PART A

STATE Oregon	Deschutes	RF-148(18)

ITEM	DESCRIPTION	ROADWAY QUANTITY	BRIDGE QUANTITY
	CONSTRUCTION TYPE CODES		
20	FINAL CONSTRUCTION COST	639,598	
21	LENGTH OF PROJECT	6.90	

URBAN
RURAL x

March 31, 1975

DATE COMPLETED
August 27, 1975

TOTAL NO. 0

PART B

30	LABOR	TOTAL MAN HOURS 7,839	GROSS EARNINGS 79,367

CARD	ITEM	DESCRIPTION	QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	514,285
	9	PETROLEUM PRODUCTS	94,324
	1	CEMENT	
CARD C	2 92	AGGREGATES	
	3	BITUMINOUS MATERIAL	1,086
	4	LUMBER	
CARD D	5	TIMBER	
	7	REINFORCING	
	8	STRUCTURAL	
	10	EXPLOSIVES	
CARD E	11	READY MIXED CONCRETE	
	12	PREMIXED BITUMINOUS PAVING MATERIAL	30,058
	15 95		10,717 47,311
CARD F	16		
	17	FENCING	
	18		
	19		
CARD	23	FINAL CONTRACT	
	24	FINAL CONTRACT	
G	48		

CARD H

6	18	24
	24	70
17	18	294
	24	18

FORM PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be [illegible] project involving Federal [illegible] the installation of [illegible] that are constructed [illegible] Federal-aid Secondary [illegible] of the Federal Highway [illegible]

Form PR-47 [illegible] Report [illegible]

A separate [illegible] only the original [illegible] carbon or "fast" copies [illegible]

[illegible] All quantities [illegible] to the nearest whole unit and [illegible] should be reported to the nearest dollar.

[illegible]

Part A INFORMATION [illegible] WAY-ADMINISTRATION [illegible] PPM 20-2, 20-6.1 and 49-4

"Final Construction Cost" [illegible]

"Length of Project" [illegible]

Part B INFORMATION [illegible] IMMEDIATELY UPON COMPLETION [illegible]

Specific Instructions for the Following Numbered Items

Item 1 [illegible]

[illegible] Form PR-1 [illegible]

Items 2 and 92 [illegible] from [illegible] Do not [illegible] Aggregate [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet (MFBM) [illegible]

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

Item 8 [illegible]

Item 9 [illegible]

[illegible]

November 7, 1975

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8131 awarded to R. L. Coats for work on the Hampton-Lake County Line Section of the Central Oregon Highway in Deschutes County was completed on August 27, 1975, and accepted by the Administrator and State Highway Engineer on November 4, 1975.

Final payment in the amount of $32,094.30 will be released to the contractor after November 13, 1975. The total contract amount is $642,239.03 including $303.60 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc R. L. Coats
B. B. Newport Ave.
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

FORM 81-724-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Hampton-Lake Co. Line	SECTION: Hampton-Lake Co. Line	WEEK ENDING: Sept. 24, 1975
		SECTION PREFIX: 9-1088
	HIGHWAY: Central Oregon	COUNTY: Deschutes
CONTRACTOR: R. L. Coats	KIND OF WORK: Grading and Paving	
	CONTRACT NUMBER: 8131	FEDERAL AID PROJECT NUMBER: RF-148(18)
DATE OF CONTRACT: March 18, 1975	DATE WORK STARTED: March 31, 1975	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 143
PROJECT AUTHORIZATION: $ 692,247.85	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $ 637,355.95	ENGINEERING AUTHORIZATION: $ 54,891.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 644,655.25	ENGINEERING COST TO DATE: $ 37,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT OVERRUN UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 69 %	DATE PROJECT WAS COMPLETED: August 27, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.9 9	6.9			6.9
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.9	6.9			6.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	20,600 Cy	39,500 T			32,800 T
TOTAL QUANTITIES CORRECTED TO DATE	24,425 CY	47,311 T			30,058 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,425 CY	47,311 T			30,058 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				None-Project Complete.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
~~Kersey~~
~~Bonn~~
~~Jackmund~~
Harwood
Johnsen
Walker
RECEIVED
SEP 25 1975
CONSTRUCTION
SECTION
~~Richards~~
Glenn
~~Berg~~

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Received form PR-47 from the contractor.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete.

Semi-final estimate submitted to region Sept. 24, 1975.

Final Weekly Report on this project.

SIGNED W H Robertson LOCATION Bend, Oregon 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

SP*F216

JACKSON TOWER

&

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
August 6, 1975

FILE: ~~LEG~~ 3

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Injury to
William D. Armstrong

TO: H. S. Coulter
Asst. State Highway Engineer

Carl M. Williams

On June 1, 1975, Mr. Armstrong was struck by a vehicle belonging to the contractor, R. L. Coats, on the Hampton-Lake County Line, Contract No. 8131.

Mr. Armstrong has been off work since that date and possibly will not be able to return to work for another four months.

I am a bit confused why the attorney sends this letter to us as our insurance carrier already is deeply involved in the case. At any rate, I send the original of the letter to you for viewing by our attornies and subsequent disposition.

CMW:mr

enclosure

RECEIVED
AUG 7 1975
Office of
Assistant State Highway Engineer

GREEN, GRISWOLD & PIPPIN
LAWYERS

BURL L. GREEN
JAMES S. GRISWOLD
JAMES M. PIPPIN

9TH FLOOR JACKSON TOWER
806 S. W. BROADWAY AT YAMHILL
PORTLAND, OREGON 97205
TELEPHONE 226-1321

August 5, 1975

Oregon State Highway Division
Post Office Box 1249
Bend, Oregon 97701

Reference: William D. Armstrong - Date of Injury
June 1, 1975

Gentlemen:

We represent Mr. Armstrong for injuries sustained June 1, 1975.

We suggest you turn this letter over to your insurance carrier, so they can get in touch with us to consider possible settlement.

Very truly yours,

GREEN, GRISWOLD & PIPPIN

Burl L. Green

Burl L. Green

e

RE
RTE RECEIVED
RUE AUG 6 1975
RSO REGION 4
ASSIGNED

Keasey
Bond D
Jackmond
Harwood
Johnson
Walker

RECEIVED
APR 1 1975
CONSTRUCTION
SECTION

Scofield
Glenn
Berg

FILE: CON 5

NOTED
H. S. COULTER

FORM 81-7-14-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
March 31, 1975

FROM: Carl M. Williams
Regional Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Proposed Price Agreements
Grading & Paving Project
Hampton-Lake Co. Line
Contract No. 8131

Carl M. Williams

During an overlay project on the Central Oregon Highway in 1972, Region successfully negotiated a price agreement to cover approximately a mile of badly deteriorated surfacing just west of Brothers. The paving was done by machine with a minimal thickness. Today, that mile of roadway has endured three winters and summers and is in excellent shape.

Today, from M.P. 34.85 (Junction Crooked River) to the west end of that paving patch at M.P. 36.80, the road is cracked, open, distorted, and deteriorated in general. From the east end of the patch, M.P. 38.85, to M.P. 39.90 is also in very poor condition.

I propose to seek a price agreement with R. L. Coats to patch those two sections of roadbed with machine-laid AC, as follows:

M.P. 34.85	-	36.80	=	1.95 miles	2925 tons
M.P. 38.85	-	39.90	=	1.05 miles	1875 tons
				3.00 miles	4800 tons

The estimated cost, including haul and laydown is $65,000.

We do have an Authority for Survey from Crooked River Junction to Fredricks Butte (M.P. 35.0 - 48.0) for an overlay. This overlay would close the gap on the Central Oregon Highway. But unless the proposed overlay is within the year, this interim patching would be invaluable in holding the road together and smoothing the ride.

I intend to approach the contractor soon in regard to a patching price agreement in the above amount.

RECEIVED

CMW:mr

4-2-75

c: H.S. Coulter
D.H. Moehring

Carl Williams

Emphatically NO! There are no "State Construction" funds available for any add-on work. If the work is necessary and you have maintenance funds to do it, I suggest that you try the Purchase Order route. You may have to patch it and cross your fingers.

CT Keasey

U. S. DEPARTMENT OF TRANSPORTA

FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. RF-148(18)

STATE PROJECT NO. HAMPTON-LAKE COUNTY LINE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. RF-32

COUNTY NAME DESCHUTES

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG
MAR 3 '75
REFER TO
Hunter
FOR

Info	Inves	R.D.	O.R.	Sign	Att	
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 19, 1975	FEBRUARY 19, 1975	PRIMARY ROUTE #21

STATE ROUTE NUMBER CENTRAL OREGON HIGHWAY ROUTE #7

GENERAL LOCATION:
60 MILES EAST OF BEND, OREGON ON US 20

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $2,000 AND ON THE JOB TRAINING IN THE AMOUNT OF $1,600.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*

TEMPORARY EROSION CONTROL	$2,000
ON THE JOB TRAINING	1,600

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 14, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-3-75
ORIGINAL TO
L. W. Rulien
W/att.

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 2-27-75

SIGNATURE OF APPROVING OFFICIAL

TITLE for DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 2-64

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

BY (Signature) L.W. RULIEN'S FEBRUARY 6, 1975 LETTER

DATE 2-11-75

TITLE PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 32 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
32	RF-148(18)	6.9	1,050,000	820,900

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
HAMPTON-LAKE COUNTY LINE SECTION. DESCHUTES COUNTY STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT.

REMARKS (Division)

Rulien
2-14-75

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE
2-11-75

SIGNATURE AND TITLE

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any [illegible] tion on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-38
(Rev. 8-71)

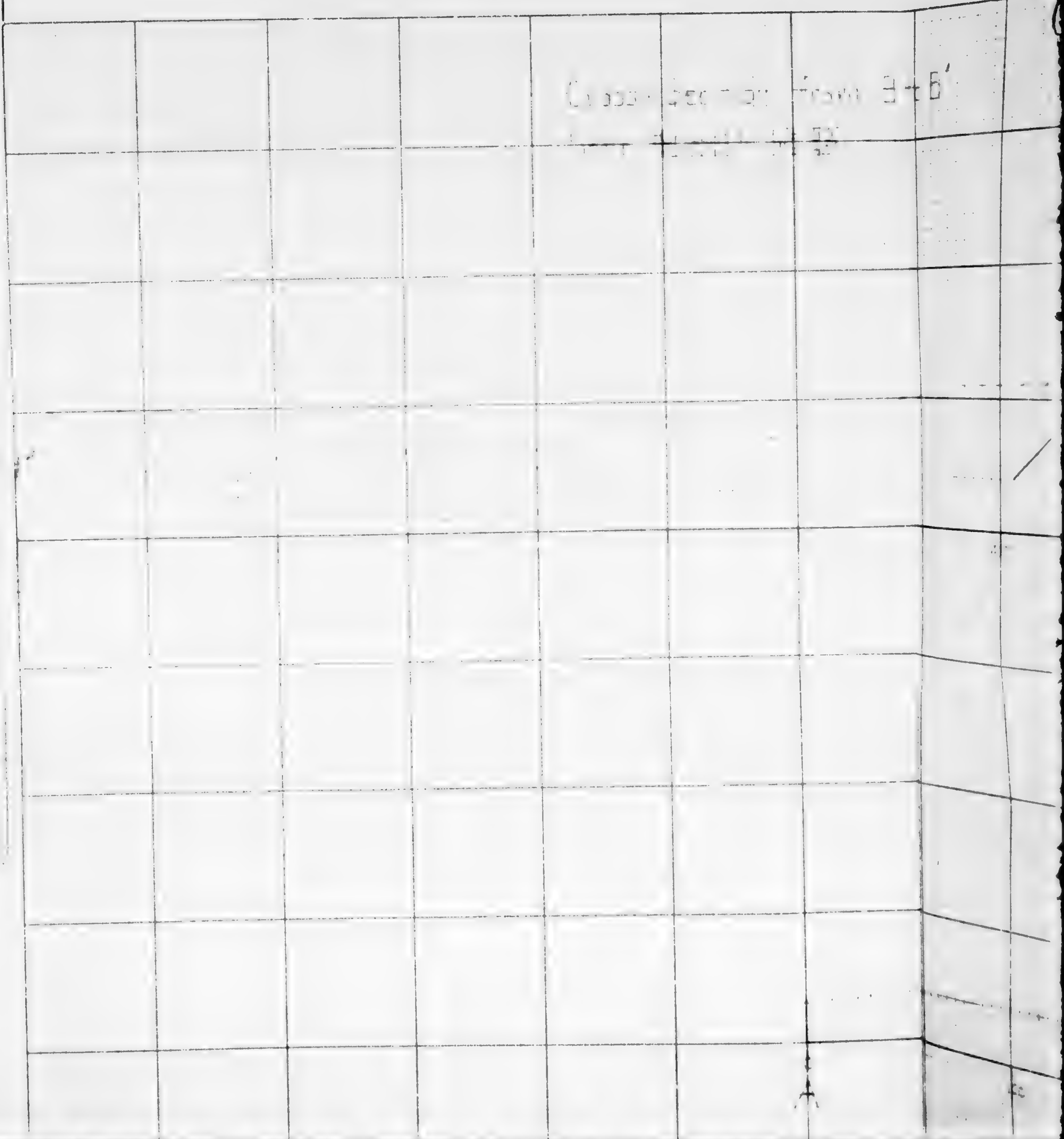
Central Oregon Hw

FINAL SURVEY
NOTE BOOK
NO

Cross-Section from B to B'

FINAL SURVEY
NOTE BOOK
NO.

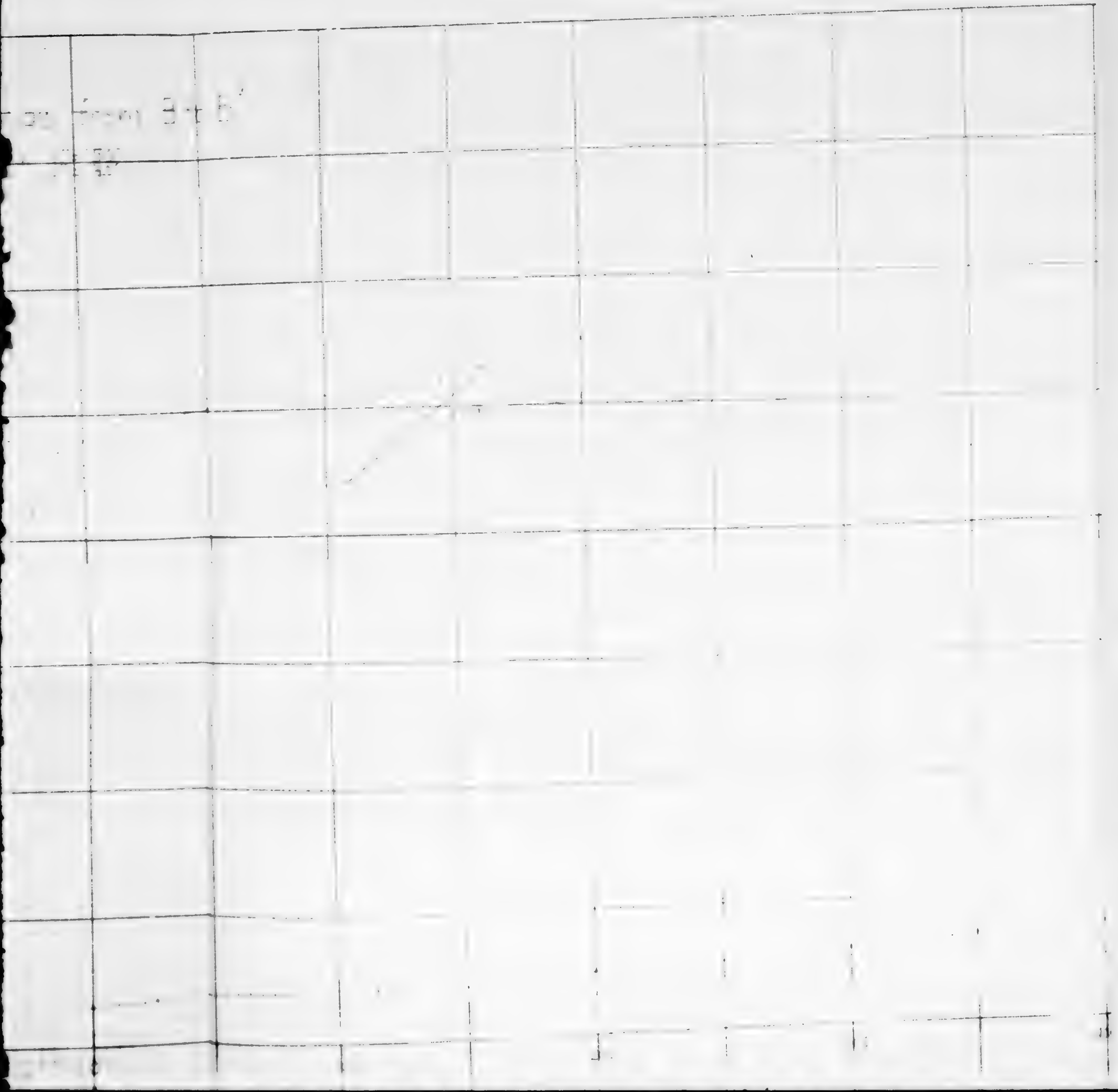
ORIGINAL SURVEY
NOTE BOOK



Cross section from B+6'
[illegible]

on from B - B′

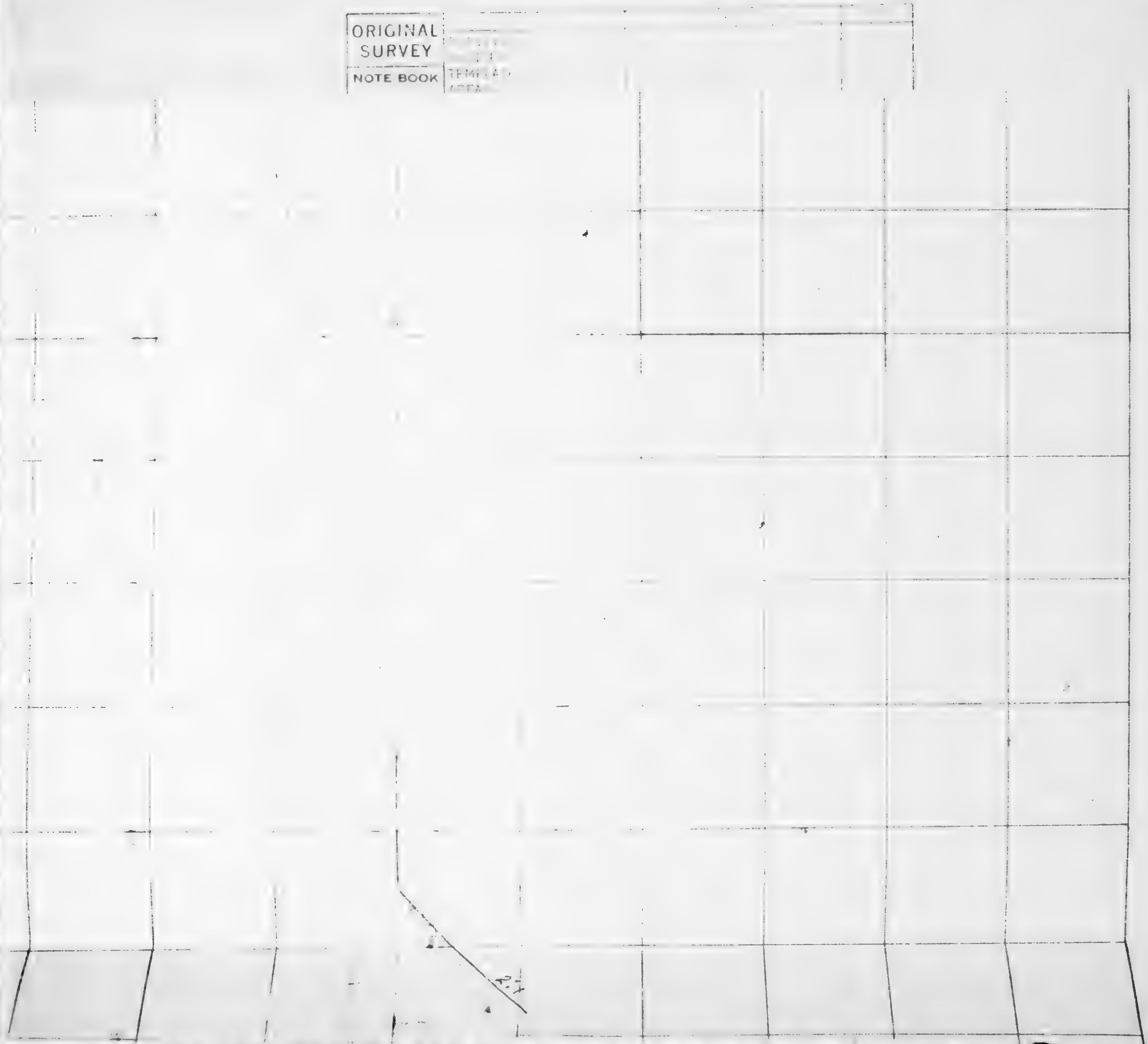
1″ = 50′
1″ = 30′

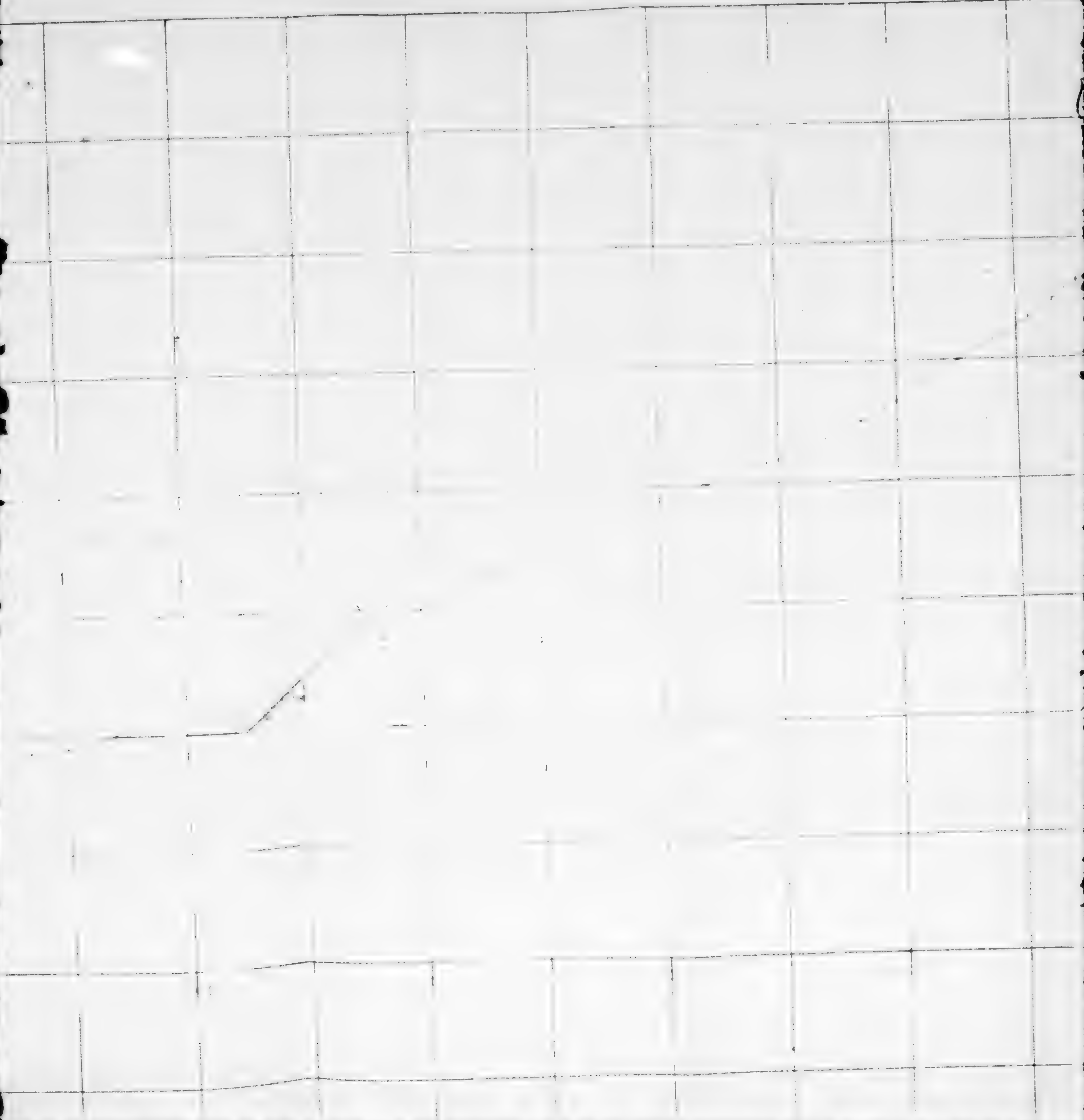

as from B to B'

SURVEY
NOTE BOOK
ATLAS

ORIGINAL
SURVEY
NOTE BOOK

FIN
SURV
NOTE B





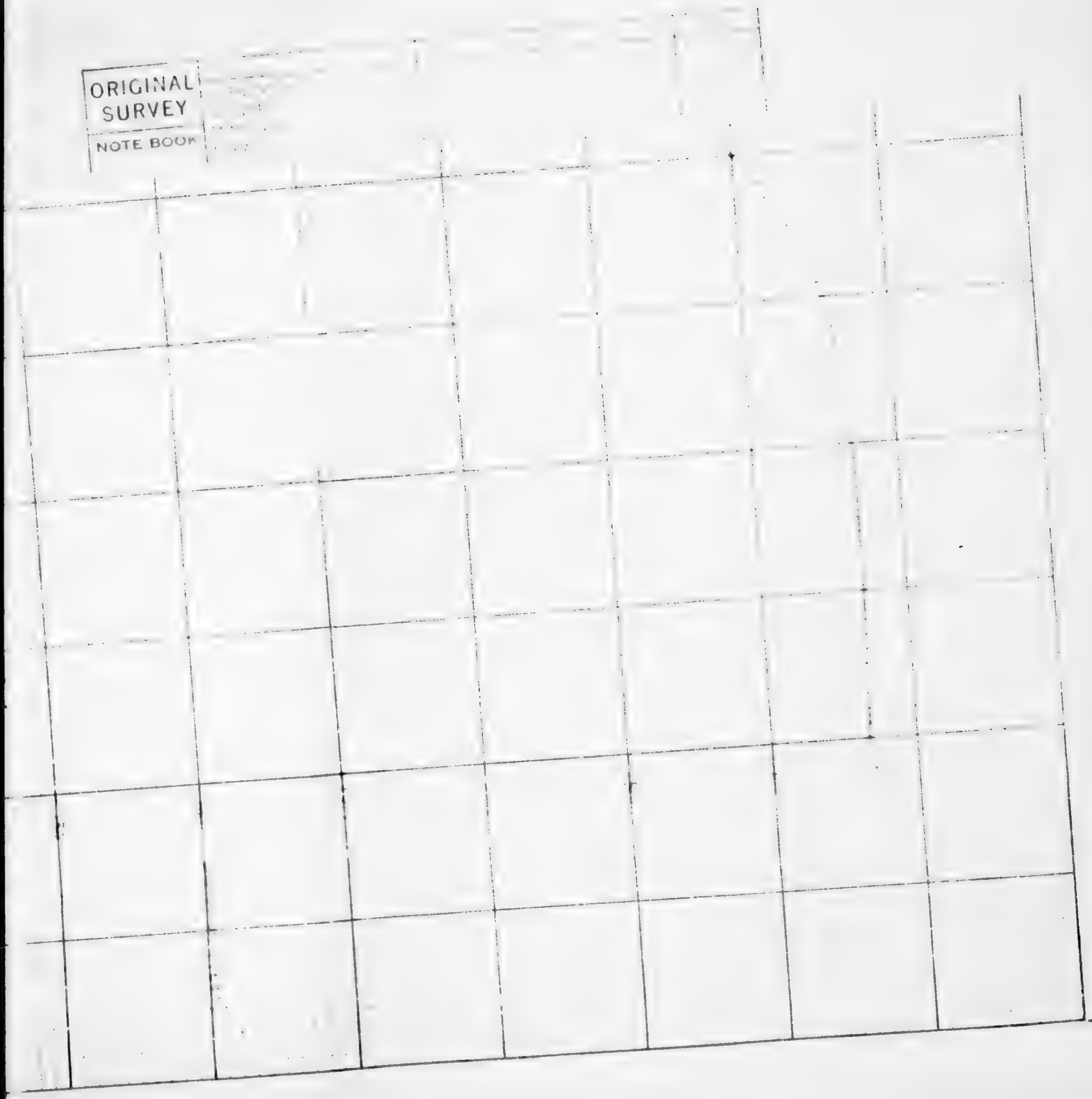
				SHEET No
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

FINAL SURVEY

NOTE BOOK

ORIGINAL SURVEY

NOTE BOOK



FINAL SURVEY

NOTE BOOK

AREAS

/

PRO 6-2

February 6, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-148(18)

We are submitting program data for one Rural Primary Project, Item No. 32, Project No. RF-148(18), "Hampton-Lake Co. Line Section", which we desire to have included in the Federal-Aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 13, 1975.

Enclosed is a copy of the State Clearinghouse A-95 letter of approval dated January 10, 1975.

CL:bb
Enc.

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1
(REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O. 2-6-75

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 20 1.4 Mi. NW Hampton SE 6.9 Mi. 65	**ADT**	PRESENT 750 (66)	FUTURE 1,350 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon	STATE CO (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pave. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RF- 23	NUMBER 7 148	SEQ. N (18

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Deschutes				CODE 017 (14) (16)	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 21 (32)	STATE 7 (36)	U.S. (37) 20 (41)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			ar. H.T shou
5					**PE**		US 20 1.4 Mi. NW Hampton SE 6.9 Mi.						
5					**ROW**								
5					**CONST** (CODE) 6201		(Hampton-Lake County Line Section)	6.9	1,050,000	820,900	229,100		ROW-2 Acces Par non

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	6.9	1,050,000	820,900	229,100	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

O.

2-6-75

PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 20 1.4 Mi. NW Hampton SE 6.9 Mi.	**ADT**	750	1,350	95	10	Oregon	41	073	32

ROPOSED WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
T. Pave.								RF-	148	(18)	

L FUNDS: Rural Primary

COUNTY NAME: Deschutes — CODE 017

REA

ROUTE NO. P — FEDERAL-AID 21 — STATE 7 — U.S. 20

PROGRAM STAGE ☐ 1 OR ☒ 2

LASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	PE		US 20 1.4 Mi. NW Hampton SE 6.9 Mi.						Gr. & dr., 2-12' lanes A.T. pave. with 4' shoulders.
	ROW								
	CONST (CODE) 6201		(Hampton-Lake County Line Section)	6.9	1,050,000	820,900	229,100		ROW-200' normal; Access Control-partial; Park. Restrictions-none.
PARED BY			PROJECT TOTALS	6.9	1,050,000	820,900	229,100		

ESTIMATED PROJECT COST BY PHASES

GRAM APPROVAL DATES

REMARKS

-OVER-

HAMPTON-LAKE COUNTY LINE SECTION
PROJECT NO. RF-148(18)

Existing Facilities: Two 11-foot lanes A.C. pavement with 4-foot shoulders.

Adjacent Facilities:

N.W. End: 22-foot A.C. pavement with 4-foot shoulders.
S.E. End: 22-foot A.C. Pavement with 4-foot shoulders.

Project Data: The work under this project consists of grade, drain and A.C. pavement overlay necessary to widen and reconstruct the existing roadway facility to provide for two 12' lanes H.T. pavement with 4' shoulders for increased safety to the traveling public.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

There is an unimproved aircraft landing strip within 1/4 mile of the highway at Hampton which will not be affected by the project.

Public Hearings: Not required under the provisions of paragraph 6c of PPM 20-8.

A-95 Review: State Clearinghouse letter of approval dated January 10, 1975. Notice of Intent was submitted to District 10 Clearinghouse on December 10, 1974 and has lain before the Clearinghouse more than 30 days without action; therefore, it is assumed that no adverse comments or review will be received for this project.

Exception to Minimum Design Standards: Shoulders have been reduced from the normal 10' to 4' since the present and future traffic forecast to use the highway facility during the probable life of the reconstructed pavement surface can be adequately accommodated by the basic highway in place and the additional costs of major construction required to provide full width shoulders would not provide sufficient benefits to offset the additional costs and thus would not be warranted.

PPM 90-1 Requirements: Nonmajor action project not requ
mental statement concurred in by FHWA, January 6, 1975.

Location/Design: Not a factor in the development of thi

Note:

(1) On-the-job trainees, as set forth in FHWA orde
7-2(2), on this project will be determined at
stage and the number stipulated in the P.S. &
ments.

(2) This project is in Congressional District No.

AMPTON-LAKE COUNTY LINE SECTION
PROJECT NO. RF-148(18)

s: Two 11-foot lanes A.C. pavement with 4-foot

s:

-foot A.C. pavement with 4-foot shoulders.
-foot A.C. Pavement with 4-foot shoulders.

work under this project consists of grade, drain overlay necessary to widen and reconstruct the acility to provide for two 12' lanes H.T. pavement for increased safety to the traveling public.

lroads, Water Developments, Historical and
: None involved.

roved aircraft landing strip within 1/4 mile of the n which will not be affected by the project.

Not required under the provisions of paragraph 6c

te Clearinghouse letter of approval dated January 10, Intent was submitted to District 10 Clearinghouse on and has lain before the Clearinghouse more than 30 on; therefore, it is assumed that no adverse comments received for this project.

mum Design Standards: Shoulders have been reduced 0' to 4' since the present and future traffic fore- ighway facility during the probable life of the ement surface can be adequately accommodated by the place and the additional costs of major construction de full width shoulders would not provide sufficient t the additional costs and thus would not be warranted.

PPM 90-1 Requirements: Nonmajor action project not requiring environmental statement concurred in by FHWA, January 6, 1975.

Location/Design: Not a factor in the development of this project.

Note:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project [illegible] Congressional District No. 2.

7

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon 97701

RUE RE RME RCE FAE
RTE RECEIVED ENV.
RUE JAN 20 1975 RDE
RSO REGION 4 RBE
ASSIGNED ______________

DATE January 17, 1975

TO Robert A. Sandmann
Region Const Engr

FROM W. W. Robertson
Res. Engr.

SUBJECT Plan Review
Hampton - Lake Co. Line. Sec.
Central Oregon Highway
Deschutes County

This office has reviewed subject plans and recommends the following changes:

Typical Section:

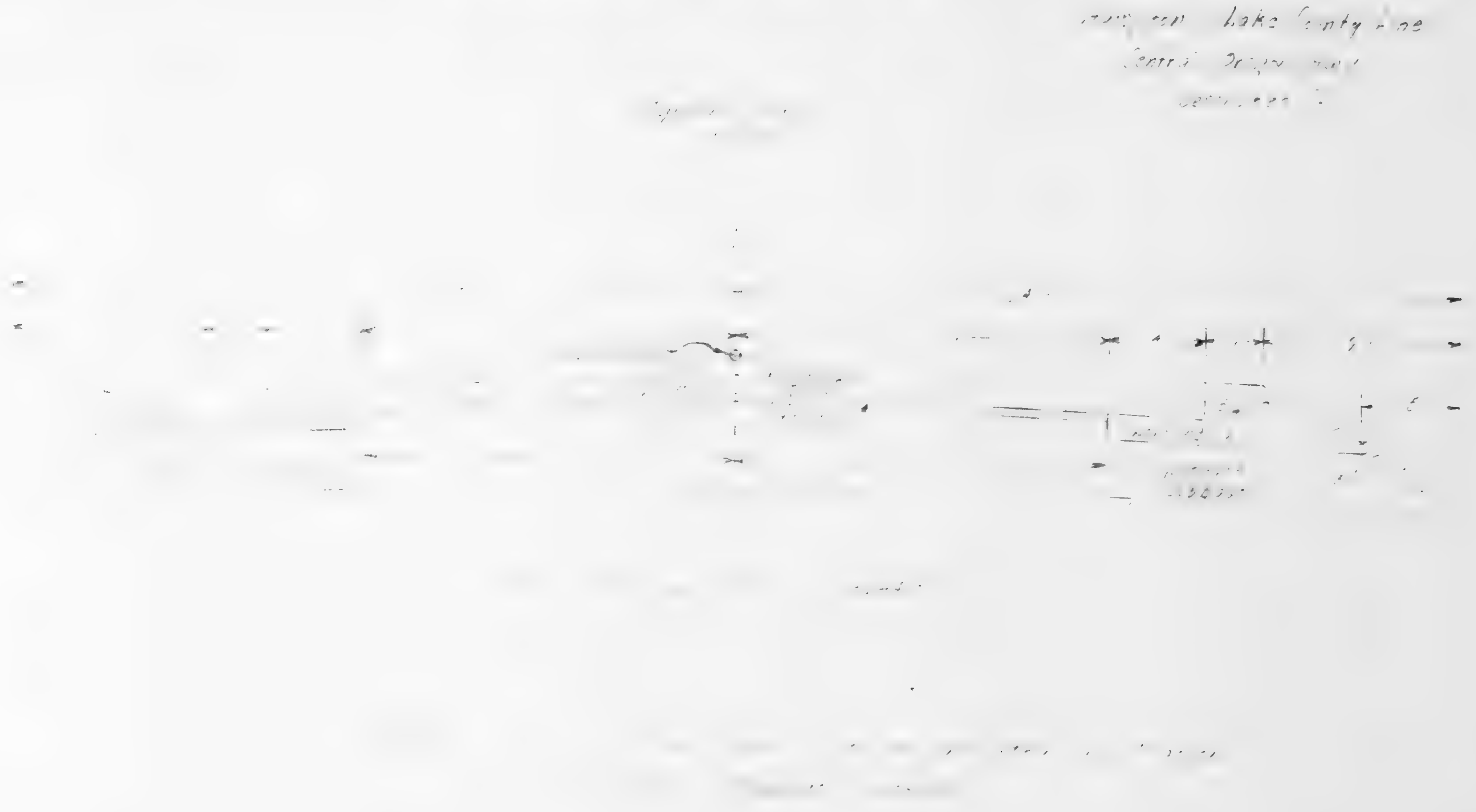
1) Add one (1') foot to finish shoulder width. Pavement width and subgrade width to be unchanged. Note: Shoulder slope will be 4 : 1.
2) Use three (3") inch depth in calculations of leveling course because of large voids that will be in the finished top of the aggregate subbase.
3) Add ½" AC patching on old surface. This patch could be placed by a paving machine with the base course AC or as a separate operation by a paving machine.

Enclosed find Typical Section (as revised) and quantity calculations that also reflect the proposed revisions.

W. W. Robertson

✓
T

REFERRED TO
——— Beard ——— Reed
——— Cole ——— Sample
——— Eriksen ——— [✓ Watson] W
——— Hager ——— Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


Lake County Line
Central Oregon

Surfacing Calculation Sheet

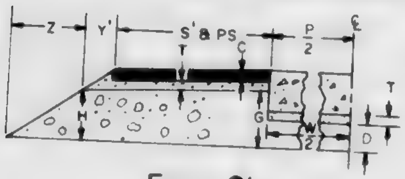
Sheet ______ of ______ Sheets

OREGON STATE HIGHWAY DEPARTMENT

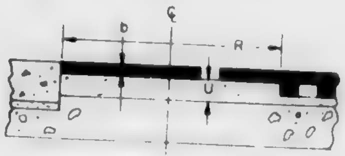
Calculations For [illegible]

Made By L.R.F. Date 1/17/75 Checked By [illegible] Date 1-17-75

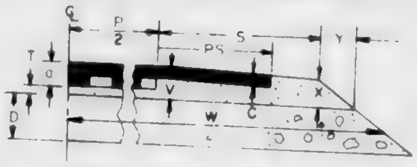
HALF SECTION P.C.C. PVT



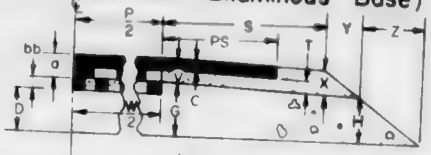
MEDIAN AREA



HALF SECTION A.C. PVT.



HALF SECTION A.C. PVT. (With Plant-Mix Bituminous Base)



From Sta ______ To Sta ______ = ______ (L) Feet

From Sta ______ To Sta ______ = ______ (L) Feet

BOTTOM COURSE BASE

[((G) + (H))/2 X (S+Y) + ((H)/2 X (Z))] / 27 + [((G) + (H))/2 X (S+Y) + ((H)/2 X (Z))] / 27 X ______ (L) = ______

((W) X (D) X (L) 3644 3) / 27 + ((W) 5 X (D) X (L)) / 27 = ______

(1.30) = ______ Cu. Yds.

(*) = ______ Tons

TOP COURSE BASE and SHOULDERS

Top Course or Shoulders [((R) 4 X (U) .25) + ((P)+(S'+Y') X (T))] / 27 ((L)) = ______

Shoulders [((V) + (X))/2 X (S)) + ((X)/2 X (Y)) − ((PS) X (C))] / 27 (2) ( ) = ______

Shoulders [((V) + (X))/2 X (S)) + ((X)/2 X (Y)) − ((PS) X (C))] / 27 (2) ((L)) = ______

(1.30) = ______ Cu. Yds

(*) = ______ Tons

WATERING

Crushed Material 7583 ______ Cu. Yds. X .025 = 190 ______

Earthwork ______ Cu. Yds. X .025 = ______

**Furnished by Construction [illegible]

602 ~~404~~ M-Gals

ASPHALT PRIME COAT

Aggregates (______ X ______) (.00083) = ______ Cu. Yds.

Asphalt (*) = ______ Tons

PLANT-MIX BITUMINOUS BASE

(P) ______ X ______ X (bb) ______ X (Tons Sq. Ft. Inch *) ______ = ______ Tons

Asphalt in Bituminous Base Mixture X ______ = ______ Tons

ASPHALT CONCRETE PAVEMENT

Roadway ______ (R)+(PS) X ______ X (C) ______ X (Tons Sq. Ft. Inch *) ______

~~Shoulders & Median~~ ______ X ______ X ______ X ______ = ______ ______ Tons

Asphalt Cement in Mixture .055 X ______ = ______ Tons

TACK COAT

Emulsified Asphalt ______ X ______ X .0000182 ______ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) ______ Tons

Emulsified Asphalt ( ) = ______ Tons

Aggregates

1¼"–¾" (______ X ______) ( ) = ______

¾"–½" ( ) = ______

½"–¼" ( ) = ______

¼"–#10 ( ) = ______

( ) = ______ = ______ Cu Yds

* See other side for factor

NOTE Use only that portion of this sheet which is applicable

The dimensions [illegible], & bb, shall be expressed in inches when used in calculating [illegible] pavement [illegible] Mix Bituminous Base

All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03

The above factors include 30% for compaction
Add 5% for Plant -Mix Stone Base (Incl. water)

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼″	½″	¾″
		.021	.042	.063
1″	.083	.104	.125	.146
2″	.167	.188	.208	.229
3″	.250	.271	.292	.313
4″	.333	.354	.375	.396
5″	.417	.438	.458	.479
6″	.500	.521	.542	.563
7″	.583	.604	.625	.646
8″	.667	.688	.708	.729
9″	.750	.771	.792	.813
10″	.833	.854	.875	.896
11″	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	Gals./Ton at Normal Applic. Temp.	Tons/Sq. Ft.
RC-250	260	0.000128
RC-800	259	0.000129
MC-250	260	0.000128
MC-800	259	0.000129
120-150	258	0.000129
200-300	259	0.000129
RS-1	244	0.000137
RS-2	246	0.000136

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	Tons/Sq Ft 1″ Thick
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MACADAM SURFACES

		0–7	0–9	0–11	0–30	00–30	0–31	0–32	0–33
Penetration Asphalt	(120-150	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	(200-300	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼″–¾″ Aggregates				.00244					
¾″–½″ Aggregates		.00122	.00144	.001	.00089	.001			
½″–¼″ Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼″–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

SP*F193
Form E-377—Rev. 12-64

FORM 81 7 14 3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 14, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Hampton-Lake County Line
Central Oregon Highway
Deschutes County

TO: MEMORANDUM TO THE FILES

The material source will be prospective and region will submit a development plan by January 15, 1975. Region will give a recommendation as to possible water sources.

LKW:we

cc: C. T. Keasey
Victor D. Wolfe
Carl M. Williams
C. G. Swenson
Lyle K. Watson

✓

T

T

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Hampton - Lake County Line
Highway: Central Oregon (FAR 21)
County: Deschutes
Prefix: 9-1464

Res. Engr. W. W. Robertson
Approx. Length 7.2± miles
~~Sta.~~ M.P. 62.0± to ~~Sta.~~ M.P. 69.2±
Date 17 December 1974

Mean Truck A.D.T. 133
Traffic Coefficient 8.2
18 kip s. a. per day 60.3

Annual Precipitation 9.5"± (Hampton)
Frost Penetration 30"±
CBE Total Requirement 26.0"

(1)

Typical Soil

29	LL
0	PI
85	%P 10
39	%P 200
15	% Gravel
9	% C Sand
37	% F Sand
27	% Silt
12	% Clay
10	R Value
A-4	AASHO Classif.

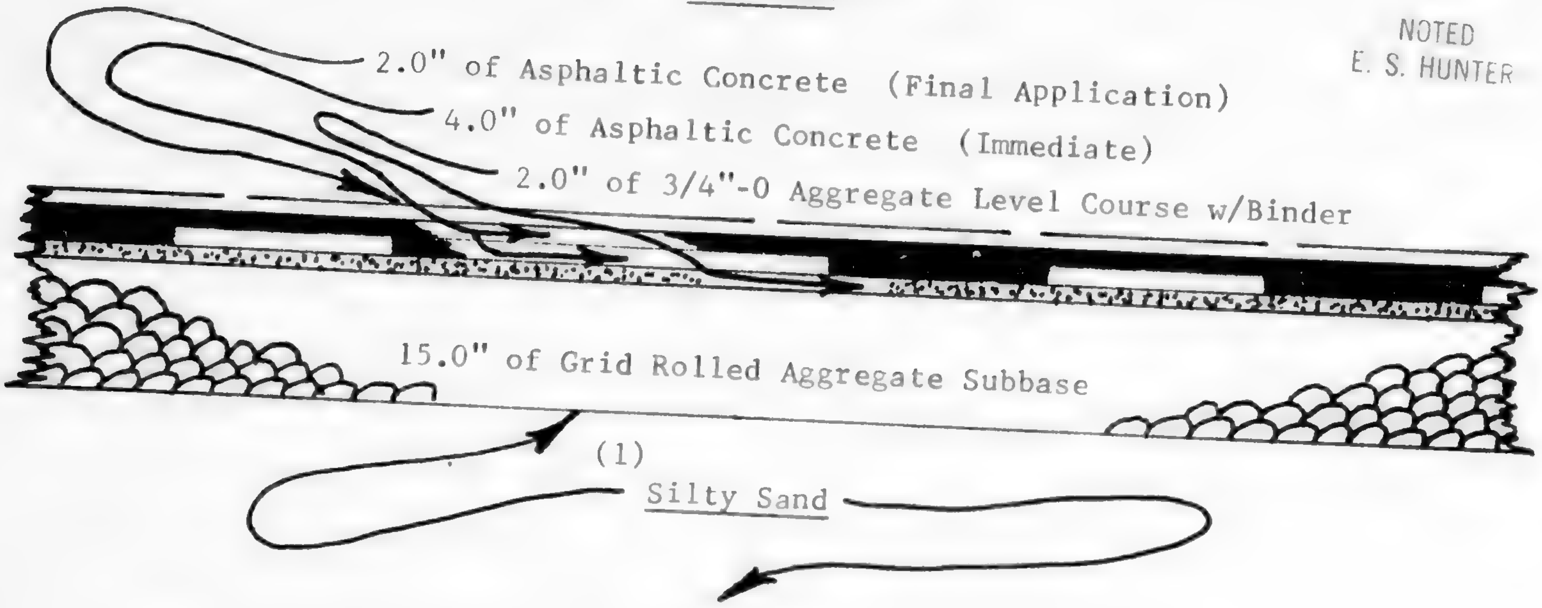
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	A.L.
12.0	15.0	G.R.A.S.B.
26.0	23.0	

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder
15.0" of Grid Rolled Aggregate Subbase
(1)
Silty Sand

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Hampton - Lake County Line
Highway: Central Oregon (FAR 21)
County: Deschutes
Prefix: 9-1464

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Approx. Length 7.2± miles
~~Sta.~~ M.P. 62.0± to ~~Sta.~~ M.P. 69.2±
Date

Mean Truck A.D.T. 133
Traffic Coefficient 8.2
18 kip s. a. per day 60.3
(1)

Annual Precipitation 9.5"± (Hampton)
Frost Penetration 30"±
CBE Total Requirement 26.0"

Typical Soil

SEE PAGE 1

LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

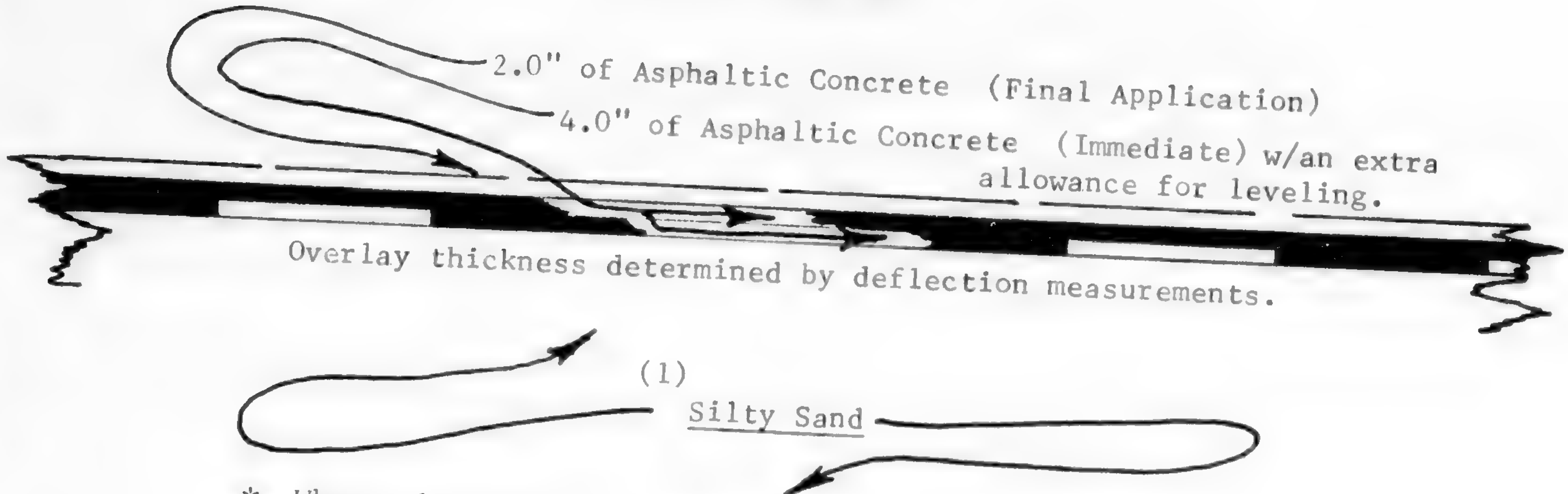
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
OVER EXISTING ROADWAY		
	2.0	A.C. (F.A.)
	4.0	A.C. (I.)

STRUCTURAL SECTION

* EXISTING ROADWAY


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate) w/an extra allowance for leveling.
Overlay thickness determined by deflection measurements.
(1)
Silty Sand

* Where the existing roadway is to be incorporated into the structural section, a TWENTY-FOUR FOOT ± width of the paved section may be utilized.

See remarks on Page 3.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials [redacted]

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

SECTION: Hampton-Lake County Line

HIGHWAY: Central Oregon (FAR 21)

COUNTY: Deschutes

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	3/4"-0 *Aggregate Base*	Grid Rolled *Aggregate* Subbase	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	19.0"	24.0"	24.5"
6.0 - 7.0	3.0"	2.0"	16.0"	21.0"	21.0"
4.8 - 6.0	2.0"	2.0"	14.5"	17.5"	18.5"
Cars Only	2.0"	2.0"	*11.0"	13.0"	15.0"

*The grid rolled aggregate subbase was increased to make the actual thickness approximately equal to one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.1 and a C.B.E. Requirement of 22.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Hampton-Lake County Line
HIGHWAY: Central Oregon (FAR 21)
COUNTY: Deschutes

750 Present ADT (19 75)
13 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	25	1.8	45	35	450	15,750
3	10	1.8	18	14	1000	14,000
4	10	1.8	18	14	1250	17,500
5	50	1.8	90	70	3180	222,600
6	0	---	--	--	2570	- - - -
				133	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 269,850
TWENTY YEAR EWL 5,397,000
TRAFFIC COEFFICIENT 8.2

SECTION: Hampton-Lake County Line
HIGHWAY: Central Oregon (FAR 21)
COUNTY: Deschutes

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

L

December 10, 1974

TO
Executive Department
Federal Aid Coordination Unit

Central Oregon
Intergovernmental Council
1101 W. Highland
Redmond, OR 97756

FROM
George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT
Notice of Intent for F.A. Primary Rural Funds
State Administrative Dist. No. 10
Hampton-Lake Co. Line Section
Central Oregon Highway
Deschutes County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 20, 1975.

BLG:wm
Attachment

cc:
G. L. Green, FHWA
F. B. Klaboe ✓
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
D. E. Swan
R. L. Lammert
Carl M. Williams
Aeronautics Division

RECEIVED
DEC 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM
NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Hampton-Lake Co. Line Dist. 10

11 — 12] PROJECT LOCATION CITY [45: Central Oregon Highway — 46] PROJECT LOCATION COUNTY [79: Deschutes

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: This project approx. 8.2 miles in length involves the restoration

06 — 12] [71: of the existing facility by paving over the deteriorated road surface

07 — 12] [71: and upgrading the shoulders.

08 — 12] [71

09 — 12] [71

10 — 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
702,000	- -	198,000	- -	- -	900,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 2 USC Highways

15 — 12] FEDERAL AGENCY NAME [45: U.S. Depart. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 REGIONAL Yes ☐ 31 No ☐ 32 LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: JANUARY — 43] DAY [44: 20 — 45] YEAR [46: 1975

ADDITIONAL INFORMATION — ALL APPLICA

EDERAL CATALOG NUMBER
OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning & Construction

IAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: December 10, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 10, 1974

F PROJECT INCLUDES STATE
UNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS
OR PROJECT STUDIES (See 17C)

Federal Aid Primary Rural Program

EXPLAIN DEVIATIONS (IF ANY)
OM PERTINENT PLAN

ederal Congressional District(s) Number(s) 2
) State Representative District(s) Number(s) 54
) State Senatorial District(s) Number(s) 27

STATE AGENCIES ONLY

) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTA	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

Will accounting for this grant be administered by the Executive Dept Accounting Division

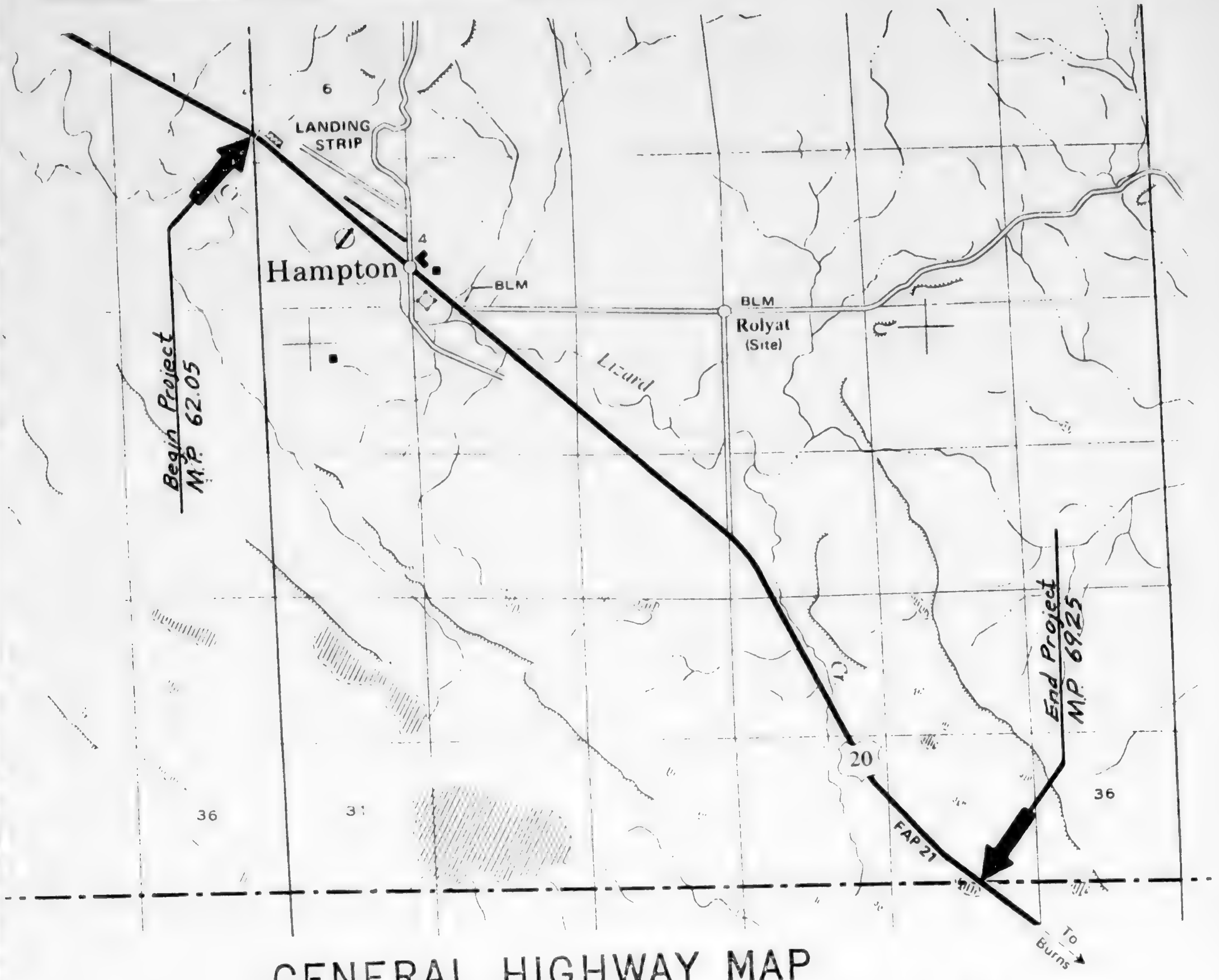
REMARKS

17(E) This is a Category 3 project and a Negative Declaration will be prepared.

This project is proposed by the State Highway Division.

Rights-of-way will not be required.

Public hearings will not be necessary.



GENERAL HIGHWAY MAP

DESCHUTES COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE [illegible]
2 3 4 Miles

1971

[illegible]

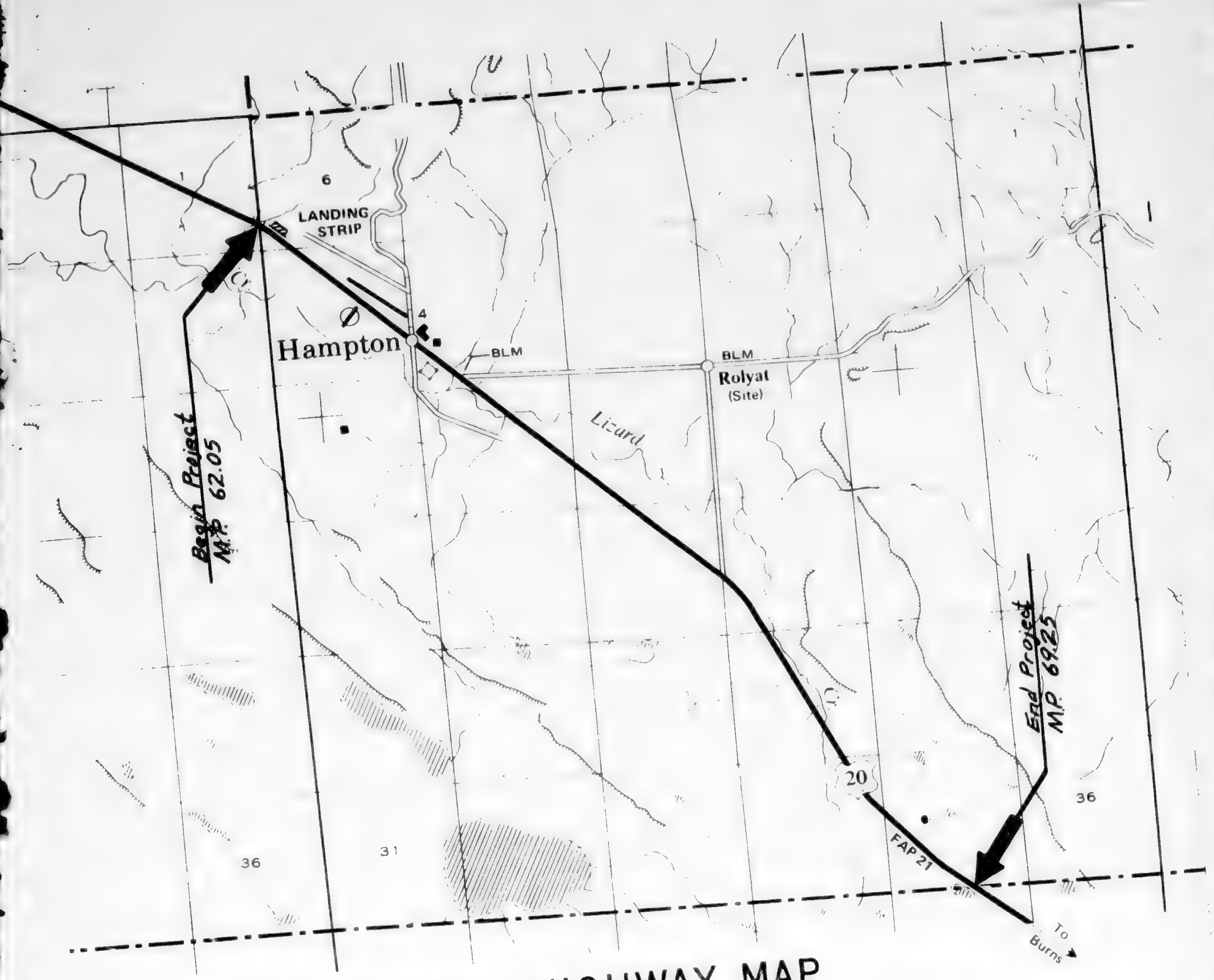
PREFIX: 9-1464

LOCATION PROSPECTUS
HAMPTON-LAKE COUNTY LINE SECTION
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

HIGHWAY:	Central Oregon. State Primary No. 7; Federal-aid Primary No. 21.
TERMINI:	The northwesterly terminus is at MP 62.05 and the southeasterly terminus is at MP 69.25.
LENGTH:	7.2 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for an overlay project. Soils investigations will be conducted. An economic analysis is not needed at this time.
TYPICAL SECTION:	Two 11-foot travel lanes and 4-foot shoulders. (12-foot lanes with 4-foot shoulders will be considered.)
ADD'L FACILITIES:	There is an unimproved landing strip near the highway at Hampton which should not be affected.
ACCESS:	No change.
PARKS:	None affected.

Attach
December 5, 1974

cc: Federal Highway Administration (3)
C.M. Williams (6)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Wolfe
J.M. Cartwright (3)
H.S. Cox (2)
B.L. Gifford
Gary Potter (4)
A.D. Olson
R.E. Olson
J.A. Rowland
R.E. Royer
D.E. Swan
C.G. Swenson
F.E. Terpin
F.W. Yarbrough (3)



GENERAL HIGHWAY MAP

DESCHUTES COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE 1:62,500
1 0 1 2 3 4 Miles

1971

Polyconic Projection

[illegible]

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 4, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Hampton-Lake County Line
Central Oregon Highway
Deschutes County

Attached for your information is an assessment on subject section, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a Category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

BLG:ljt

Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
Gary A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
C. M. Williams, Region 4
R. L. Lammert, District 10

ESH
12-6-74

12-6-74
cc L W Rulien

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-148(1)
Hampton-Lake County Line
Central Oregon Highway
Deschutes County
Project Assessment

DATE: November 21, 1974

In reply refer to: 1041DB.4

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have received the subject project assessment submitted with Mr. Rulien's October 17, 1974 letter. We concur in your recommendation for a negative environmental declaration on this project.

One copy of the project assessment is returned as requested.

William A. Kappus
for G. L. Green

Attachment
Project Assessment

RECEIVED

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date October 14, 1974

A. PROJECT IDENTIFICATION

Name of Project Hampton-Lake County Line (Section) RF-148(-)

Location of Project Central Oregon (Highway Name) 20 (Highway No., US - ORE)

Hampton (City) Deschutes (County) 4 (Region)

Program (Funding) ~~$700,000~~ [illegible] (Estimated Cost) 9-1416-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to improve a deteriorating road surface and shoulders. The improvement will consist of an overlay.

Origin and History:

C. DESCRIPTION OF PROJECT

Length ~~7.2~~ [illegible] miles

Termini Northern Terminus - 1 mile north of Hampton M.P. ~~62.05~~ 61.6

Southern Terminus - Lake County Line M.P. 69.25

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None is required.

Typical Section Two 11 foot travel lanes

Four foot shoulders

Structures

Characteristics (ADT)

Other General Information (or Supplemental information to items)

There is an un-improved aircraft landing strip near the highway at Hampton which will not be affected by highway improvement.

Project Sketch Map is Attached: ☑ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives are not applicable to the project.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography of the project area is typical Central Oregon desert uplands. The vegetation is predominated by sagebrush and an occasional juniper tree. No rivers or streambeds are crossed by the project section. Natural weathering has created a deteriorating and bumpy surface. The shoulders have been distorted and will be rebuilt before an overlay is applied. Further review by the regional geologist and wildlife biologist may be needed but no environmental impacts are anticipated.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

None are evident.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None are required.

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None are anticipated.

   Consequences:

3. Estimated Changes in Land Use:

   None are anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None are anticipated.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None are anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are identifable.

7. Potential for Controversial Issues:

None are apparent.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

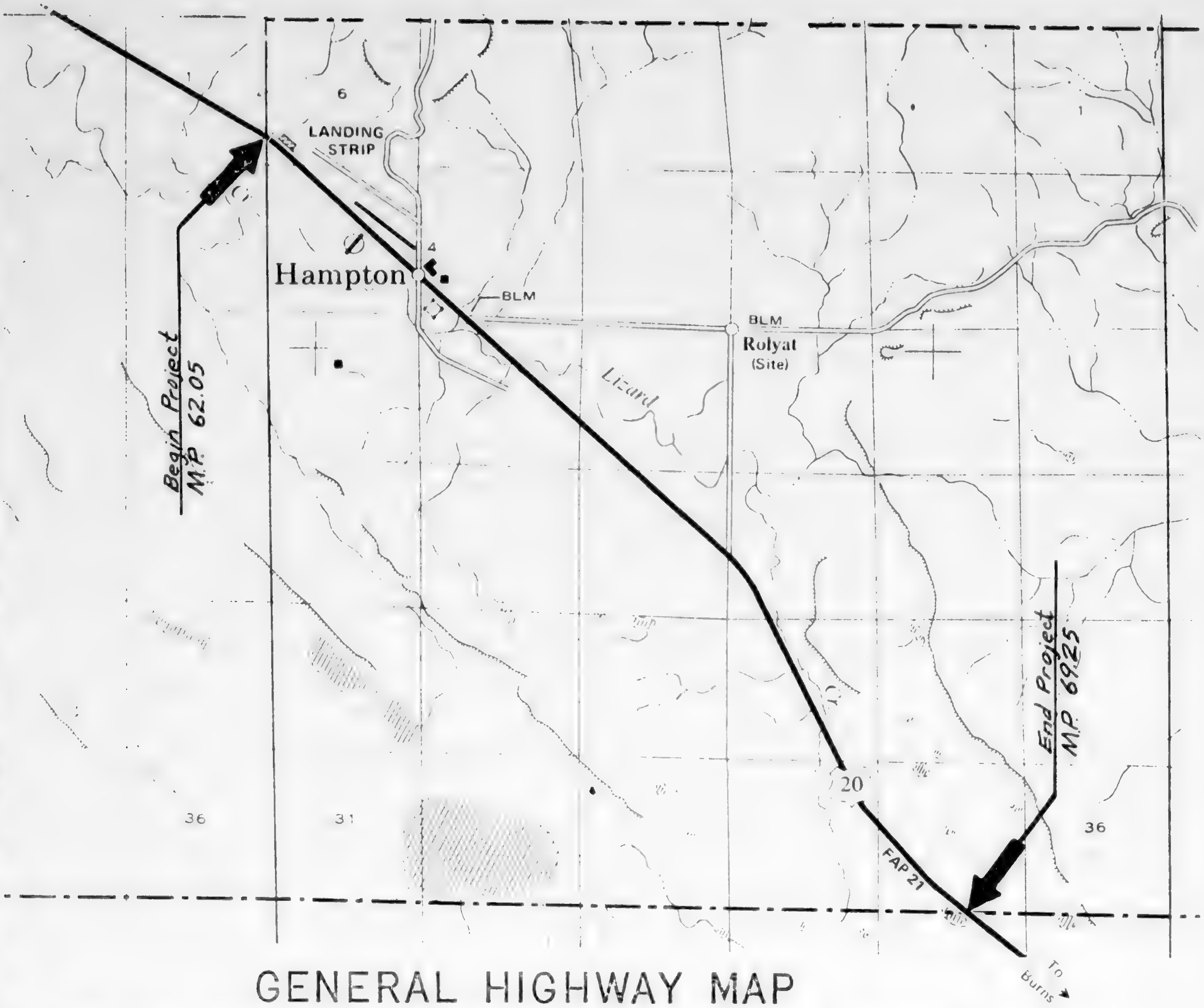
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________



GENERAL HIGHWAY MAP

DESCHUTES COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE [illegible]
1 2 3 4 Miles

1971

[illegible]

9132 Oreg. Coast Hwy. at Thiel 1975
Cr. Rd. Sec. [illegible] of Newport
(Grading and Paving)

August 26, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On August 22, 1975, we wrote to you concerning release of final payment on Contract No. 8132 awarded to Road & Driveway Co. for work on the Thiel Creek Road Section of the Oregon Coast Highway in Lincoln County.

Final payment on this contract is $1,011.53 and the total contract amount is $20,502.57 including $271.90 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Road & Driveway Co.
Harney Road
Newport, OR 97365

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway at Thiel Creek Road

WEEK ENDING: August 2, 1975

SECTION PREFIX: 21-0503

HIGHWAY: Oregon Coast

COUNTY: Lincoln

KIND OF WORK: Grading and Paving

NAME OF JOB: Thiel Creek Road

CONTRACT NUMBER: 8132

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Road and Driveway Co.

DATE WORK STARTED: May 16, 1975

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: March 17, 1975

SPECIFIED WORK DAYS

SPECIFIED CALENDAR/~~DAYS~~ /work Days 75

WORK DAYS USED

CALENDAR ~~DAYS~~ /work USED 61

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN SUPERVISION

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 81

PROJECT AUTHORIZATION: $ 26,370.50

EXCLUSIVE OF ENGINEERING: $ 24,067.40

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 21,830.56

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9.3 %

ENGINEERING AUTHORIZATION $ 2,303.50

ENGINEERING COST TO DATE $ 4,161.33

PERCENT OF AUTHORIZATION 181 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

DATE PROJECT WAS COMPLETED: June 6, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.25	0.25			0.25
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.25	0.25			0.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1225	1020			350
TOTAL QUANTITIES CORRECTED TO DATE	1152	1061			367
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1152	1061			367
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast			
MONDAY	Rain			
TUESDAY	Overcast			
WEDNESDAY	Clearing			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

K

RECEIVED
AUG 4 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 27-75 SUNDAY	
28 MONDAY	
29 TUESDAY	
30 WEDNESDAY	
31 THURSDAY	
August 1 FRIDAY	
2 SATURDAY	

REMARKS

Semi-Final Estimate was Transmitted To The Region Office
By United Parcel Service On Thursday, July 31.

This is the final weekly report on this project.

SIGNED H. H. Patton LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE February 4, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Thiel Creek Road Intersection
Oregon Coast Highway
Lincoln County

Attached for your information is an assessment for a bond project which Project Management Section has classified as Category 3, non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
D. E. Swan
B. L. Gifford
County & City Unit
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

APPROVED
ESH
E. S. Hunter
Date 2-5-75

2-5-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
FEB 4 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 1974

A. PROJECT IDENTIFICATION

Name of Project Thiel Creek Road Intersection (Section) RF-133 (-)

Location of Project Oregon Coast (Highway Name) US 101 ORE 9 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program Bond (74) (Conversion to Federal aid possible) (Funding) $49,130 (Estimated Cost) 21-1304 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of the project is to construct a left turn refuge for south bound traffic on the Oregon Coast Highway wishing to enter Thiel Creek Road. The refuge would improve safety and traffic flow.

Origin and History: The project has been requested by the District 4 C.O.G. as their priority number 3.

C. DESCRIPTION OF PROJECT

Length 0.29 miles

Termini The northerly terminus is approximately 1100 feet north of the Thiel Creek Road Intersection. The southerly terminus is approximately 500 feet to the south.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
PROJECT

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 1600 square feet of undeveloped land from a commercial property.

Typical Section The proposed typical section is for two north bound travel lanes, one south bound lane. Opposing traffic lanes to be separated by a channelized median at the intersection. The median section would taper into the center line at either end of the project. Four foot paved shoulders are proposed.

Characteristics (ADT) Average daily traffic on the Oregon Coast Highway was 3,900 vehicles for 1973 with peak days up to 8,500. The twenty year prediction is for an ADT of 7,000 vehicles.

Other General Information (or Supplemental information to items) Substandard cut slopes are proposed to minimize right-of-way requirements and erosion control problems. Approximately 2,000 cubic yards of excess material will have to be disposed of. A disposal site has not been identified.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The construction of a Gabion wall to retain a fill slope to avoid requiring additional right-of-way was investigated, but due to the excessive cost, this design alternative is not proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The project area lies approximately four miles south of the city of Newport. The highway alignment is tangent, the grade is descending to the south at 3.7%. The roadside culture is an intermix of developed home sites, small motel complexes and undeveloped land. The ocean shore is approximately 400 feet to the west and generally parallel to the highway. Thiel Creek Road (County Road No. 601) enters the highway from the east at a right angle "T" intersection. Thiel Creek Road connects to the South Shore Road that skirts the southerly side of Yagina Bay.

Soils are a sandy clay and are highly erosive when disturbed. The project area is well drained and drainage problems are not anticipated.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use adjacent to the Oregon Coast Highway is an intermix of single family dwellings, motels and some undeveloped areas. All the land on both sides of the highway is privately owned and it is anticipated that single family residential development will continue. Undeveloped areas are presently covered with a dense growth of vegetation that is native to the Oregon Coast. Utilities that are presently serving the area and will be affected by construction are the Central Lincoln P.U.D., Pioneer Telephone Coop., and the Seal Rock Water District.

Projects of this type are considered to be unrelated to any change in highway related noise levels, or air quality.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: One parcel of undeveloped land approximately 20 x 80 feet would be required to construct a fill slope and extend an existing pipe. The land may be acquired by purchase or by a permanent easement.

   Consequences: Not significant

2. Estimated Changes in Traffic Patterns: None

   Consequences:

3. Estimated Changes in Land Use: None attributed to the proposed construction.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Not significant

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: Not significant

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

   There have been ten reported accidents at this intersection in the past five years. Eight of these accidents were attributed to turning movements.

7. Potential for Controversial Issues:

   Local residents adjacent to the project have indicated approval of the proposal.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	x		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

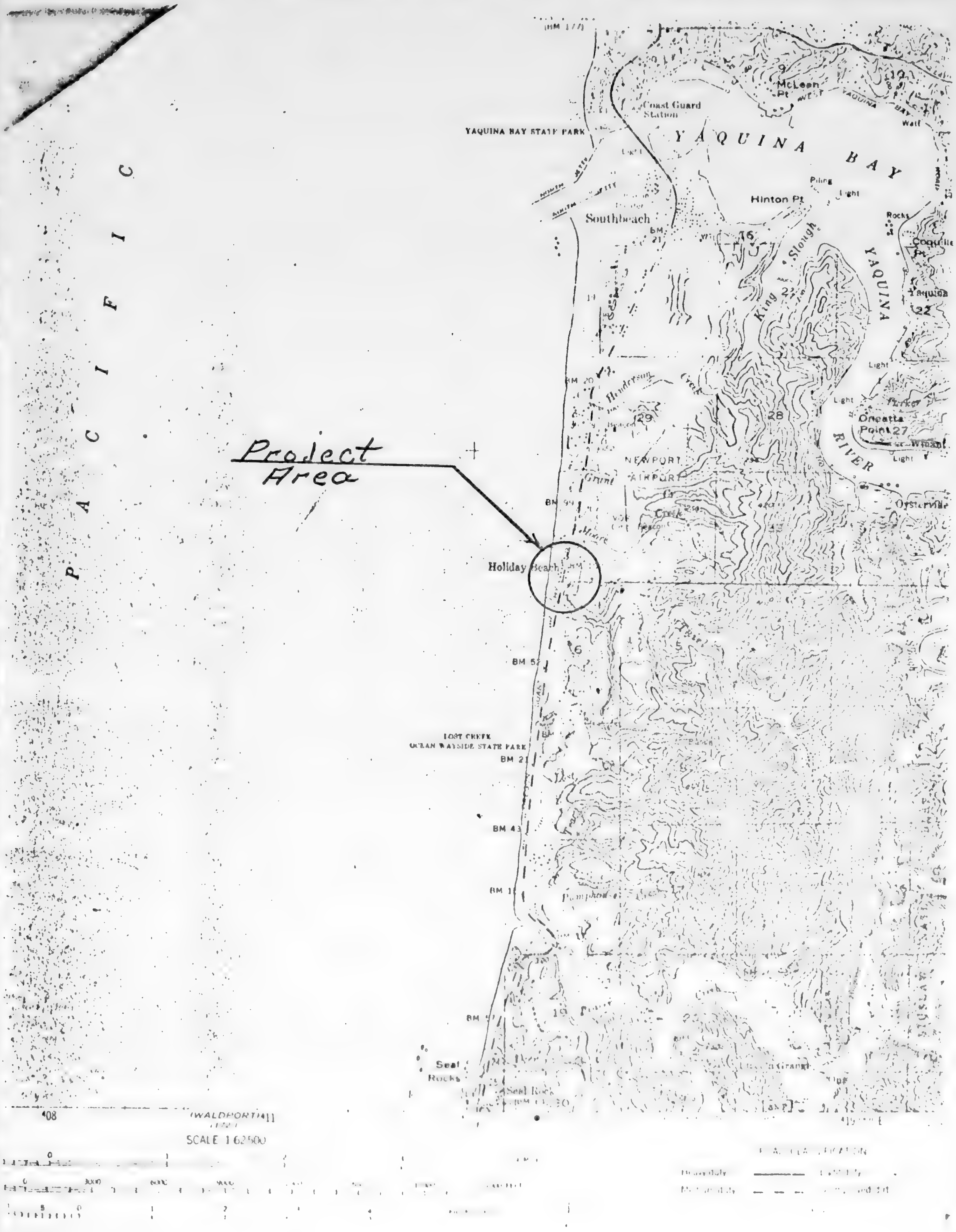
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Other ______________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


Project Area
P A C I F I C
YAQUINA BAY STATE PARK
Coast Guard Station
Y A Q U I N A   B A Y
McLean Pt
Hinton Pt
Southbeach
King Slough
YAQUINA
Coquille Pt
Yaquina
Henderson Creek
NEWPORT AIRPORT
Oneatta Point
RIVER
Oysterville
Holliday Beach
BM 20
BM 99
BM 52
LOST CREEK OCEAN WAYSIDE STATE PARK
BM 21
BM 43
Seal Rocks
Seal Rock
(WALDPORT)
SCALE 1:62500

C. S. Swenson
21-1304

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

REGION ENGINEER
RECEIVED
JAN 31 1975
F RE 9 ACE ○ C
LT RCE SEO RCO

30 Jan 75
Newport 97365

To:

C. O. Fredrickson
Region Engineer
S A L E M

SUBJECT: File 48453 Underwood
Thiel Creek Section
Oregon Coast Highway
Lincoln County

I have been in contact with the owners of the subject property, per the attached contact reports, and they had questions concerning three matters to which they felt they would have to have answers before they could negotiate on the property.

They explained that they have been dealing for some time with a developor from Portland who wants to acquire 1,000 feet of frontage between the highway and the beach for multiple dwelling units. They are reluctant to deal with the State for fear of jeapordizing that transaction.

The requests they have, and my comments, are as follows:

1 - Fill up as much of the easement area as possible. This should be no problem since we have an excess of material on the job anyway, and no disposal area has been designated. This could involve an extra joint of culvert pipe.

2 - Provide erosion protection to minimize silting of the outlet ditch from the 18-inch culvert. Protection could be provided by either a little pitrun rock or by some jute matting or other device along the toe of the new fill, plus someslope protection at the end of the culvert extension to keep the flow in the new channel.

3 - Transplant some small shore pine in the portion of the easement area which is occupied by new construction. This could be done at little cost by State forces or by the contractor.

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
Watson
Wolfe
Return Discuss Do File Copy Dus
BY FINAL DESIGN ENGINEER

I told the Underwoods that I thought these requests were not unreasonable and that they could be done, but would require approval first by others. I also made it clear that I am not authorized to negotiate with them, explaining the procedure as best I could to them.

In view of the above I recommend that $200? be set up in the contract authorization for the erosion protection and planting work mentioned, contingent on further formal negotiation with the property owners.

H. H. Patterson

H. H. Patterson
Resident Engineer

cc: Rod Henry

cc C S Swenson attached – Please 500 in project authoriz.
cc H H Patterson – These will need to be defined for R/W who'll contact you. Also need [illegible] defined for planned [illegible]
cc Perry Crosley attached

Section THIEL CRK. County LINCOLN R/W File # 48453

Highway OREGON COAST Date 1/23/75

Received [~~call~~][visit] from DAVE JOHNSON (APPRAISER) (R/W) ON 1/22 Address SINGING SPRINGS MOTEL

Made [~~call~~][visit] to UNDERWOODS @ MOTEL (1/23) Phone (SOUTH BEACH) 867-3636

Reason for contact and general discussion: DAVE VISITED MY OFFICE ON 1/22 & REQUESTED SOME STAKES. I HAD ONE SET @ TOE OF FILL & ONE @ PROPOSED EASEMENT LINE, NEAR EXISTING 18" CULVERT. WENT TO UNDERWOODS TO EXPLAIN THESE, & LEFT A SKETCH (X-SECTION) WITH THEM. WEATHER WAS TOO WET, SO MR UNDERWOOD SAID HE WOULD LOOK AT THE STAKES LATER AND BE IN CONTACT.

Signature Res. Engr. Title

Please use this form to record all contacts concerning R/W matters. Send form to R/W Engr.
2-14-68 jp

REPORT OF PROPERTY OWNER CONTACT

Section THIEL CRK County LINCOLN R/W File # 48453

Highway OREGON COAST Date 1/27/75

Received [call][~~visit~~] from MRS UNDERWOOD Address

Made [call][visit] to Phone

Reason for contact and general discussion: SHE SAID MR. UNDERWOOD HAD LOOKED AT THE STAKES AND THINKS THEY CAN COME TO SOME AGREEMENT. MADE ARRANGEMENTS TO VISIT THEM TOMORROW, ABOUT 10:30 OR 11 A.M.

Signature Res. Engr. Title

Please use this form to record all contacts concerning R/W matters. Send form to R/W Engr.
2-14-68 jp

REPORT OF PROPERTY OWNER CONTACT

Section THIEL CRK County LINCOLN R/W File # 48453

Highway OREGON COAST Date 1/29/75

Received [call][visit] from Address

Made [~~call~~][visit] to UNDERWOODS Phone

Reason for contact and general discussion: AT UNDERWOOD'S REQUEST I MET WITH MR UNDERWOOD & SID KNOX TO EXPLAIN THE JOB TO HIM & ANSWER HIS QUESTIONS. HE REQUESTED WE: ① MAKE THE FILL ACROSS THE EASEMENT AS WIDE AS POSSIBLE, ② PROVIDE EROSION PROTECTION TO MINIMIZE SILTING IN THE OUTLET DITCH OF THE 18' CULVERT, & ③ TRANSPLANT SMALL SHORE PINES IN THE NEW CONSTRUCTION AREA OF THE EASEMENT. I TOLD HIM I THOUGHT THESE REQUESTS WERE REASONABLE & COULD BE DONE, BUT WOULD REQUIRE APPROVAL FIRST BY OTHERS.

Signature Res. Engr. Title

Please use this form to record all contacts concerning R/W matters. Send form to R/W Engr.
2-14-68 jp

SALEM, OREGON

January 9, 1975

John R. Oakes
Asst. Right-of-Way Engineer

L. W. Rulien
Project Management Engineer

Programing
File 48453 - Underwood
Thiel Creek Road Section
Oregon Coast Highway
Lincoln County

Bond funds in the amount of $1,000.00 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7/28/72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 21-2601 should be used for this expense.

CRN:ljt

cc: Bill Monner
C. P. Laux

FORM E 30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

21-2601
Bond Funds $\$1000^{00}$

DATE January 7, 1975

TO L. W. Rulien
Project Management Engineer

FROM John R Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT PROGRAMING
File 48453 - Underwood
Thiel Creek Road Section
Oregon Coast Highway
Lincoln County

Please authorize the use of State funds to purchase a drainage easement on the above project. This easement is estimated at $1,000.

JRO:ha
cc M. R. Mitchell
Bob Poggione

Cnl-Bond #1R

RECEIVED

Salem, Oregon
December 19, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

43453 - Underwood
Thiel Creek Road Section
Oregon Coast Highway
Lincoln County

Attached is a description, an authorization and Right of Way prints covering a slope and drainage easement for the subject project, which is scheduled for February 27, 1975.

1 Versteeg ✓
A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1974
ROAD
DESIGN
SECTION

[illegible]
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

8133 Alsea Hwy. @ Eckman Cr. Rd. 1975
Sec. E. of Waldport, Alsea Hwy.
(.17 mi. grading and paving)

R

June 25, 1975

United Pacific Insurance Company
Fedelity & Surety Department
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On June 18, 1975, we wrote to you concerning release of final payment on Contract No. 8133 awarded to Road & Driveway Company for work on Eckman Creek Road Section of the Alsea Highway in Lincoln County.

Final payment on this contract is $953.54 and the total contract amount is $20,132.33. No work was performed under force account.

Very truly yours,

C.W. Head
COMMISSION SERVICES

cc Road & Driveway Company
Harney Road
Newport, OR 97365

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson
fkn/hb

R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Eckman Crk. Rd.

WEEK ENDING: May 24, 1975

SECTION PREFIX: 21-0504

HIGHWAY: Alsea Hwy.

COUNTY: Lincoln

NAME OF JOB: Eckman Creek Rd.

KIND OF WORK: Grading and Paving

CONTRACTOR: Road and Driveway Co.

CONTRACT NUMBER: 8133

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 17, 1975

DATE WORK STARTED: April 10, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 1 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 30

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 33%

PROJECT AUTHORIZATION: $26,913.23

EXCLUSIVE OF ENGINEERING: $24,562.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ENGINEERING AUTHORIZATION: $2,350.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $21,111.90

ENGINEERING COST TO DATE: $3,008.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86

ESTIMATED PERCENT UNDERRUN: 14. %

PERCENT OF AUTHORIZATION: 128%

DATE PROJECT WAS COMPLETED: May 6, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.17	0.17			0.17
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.17	0.17			0.17
TOTAL ESTIMATED QUANTITIES (CONTRACT)	800	500			800
TOTAL QUANTITIES CORRECTED TO DATE	632	410			536
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	632	410			536
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 18 SUNDAY	
19 MONDAY	
20 TUESDAY	
21 WEDNESDAY	
22 THURSDAY	
23 FRIDAY	
May 24 SATURDAY	

REMARKS

Semi-final estimate completed and is expected to reach Region office next Tuesday.

This is the last weekly report on this project.

SIGNED ________ LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

FORM 8 -734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 15, 1975

FILE: 21-1309

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Eckman Creek Road Intersection
Alsea Highway

TO: Frank Terpin
FINAL DESIGN ENGINEER

Your office indicates one of the reasons that 2 foot shoulders are contemplated for the Eckman Creek Road Intersection is the likelihood, fill would otherwise be made within the reaches of high tide. This has been reviewed by Resident Engineer, Richard E. Nelson and Region Locating Engineer, James E. Chaney in their attached January 8 and 10, letters. They indicate the quantity of material involved is less than 50 cubic yards and that this quantity can be placed without special dispensation.

Therefore, this office still recommends a 4 foot shoulder.

U
T

we

GWW/elk
Attach.
cc: Jim Chaney
Dick Nelson
H. H. Patterson

1-17-75
Alignment was shifted and 4' shoulders used with no fill at all over the existing slopes into the water - Frederickson & Wills approved.
Don [illegible]

81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 21-1309

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
Jan. 10, 1975

FROM: James E. Chaney
REGION LOCATING ENGINEER

SUBJECT: Eckman Creek Road
Lincoln County

TO: Gerald Wimer
REGION CONSTRUCTION ENGINEER

Research by Richard Nelson would indicate that a Removal-Fill permit is not required from the Division of State lands when the proposed fill is less than 50 cubic yards of material that might be contacted by high tide. Further, the OCCDC does not comment unless a request for a permit is circulated by the Division of State Lands.

Eddie Welsh informs me that both he and the Environmental Section in their review of the statement missed the fact that the amount of fill was not documented, leaving an opening for question. This will probably have to be rectified.

We are looking at the same problem on the Schooner Creek Road project where the proposed extension of the school parking area would place fill on the estuary wet lands. We will have to request a permit for this.

JEC:EYW:jm

Attachment: Nelson's letter, dated Jan. 8, 1975

cc: file

FILE: 21-1309

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Corvallis, OR 97330

DATE January 8, 1975

TO Jim Chaney
Region Location Engineer

Richard E. Nelson

FROM Richard E. Nelson
Resident Engineer

SUBJECT Eckman Creek Road
Lincoln County

Jan Haley, Permit Supervisor, State Land Board was contacted in regard to the placement of embankment in the Alsea Bay. Their regulations provide that when 50 cu. yds. or more is placed where it is contacted by the highest tide, a permit is required. Jim Ross, of the Oregon Coast Conservation and Developement Commission, was also contacted, he advised that when a permit is processed they have an opportunity to comment.

In reviewing the proposal, less than 50 cu. yds. would be placed where it would be contacted by high tide, providing that any excess material that may occur is not placed within the tidal area.

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Region Location Engineer
RECEIVED
JAN 9 1975
NOTED
RES ASST ASST CM
☐ ☐ ☐ ☐ ☐ ☐

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 15, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Eckman Creek Road Intersection
Alsea Highway
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 2 (C. O. Fredrickson)
District 4 (H. C. Johnson)

1-17-75
Approved
R(ESH)

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-17-75
L.W. Rulien
w/att.

L

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem Or 97308

DATE: December 23, 1974

In reply refer to: 1041B.2

SUBJECT: Oregon Project R2-229(-)
Eckman Creek Road Intersection
Alsea Highway
Lincoln County

FROM : G.L. Green, Division Engineer

TO : F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: L. W. Rulien, Project Management Engineer

We have reviewed the project assessment for the subject proposal and concur in your finding that this constitutes a non-major action.

William L. Koppen
for G. L. Green

Attachment
Project Assessment

RECEIVED
TE HWY ENGR
DEC 31 '74
REFER TO
Hunter
FOR

Rulien handle R

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. L. JOHNS

1-10-75
L. W. Rulien
w/att.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 7, 1974

A. PROJECT IDENTIFICATION

Name of Project Eckman Creek Road Intersection (Section) 229 (-)

Location of Project - Alsea (Highway Name) Oregon 34 (Highway No., US - ORE)

Waldport (City) Lincoln (County) II (Region)

Program Bond (74) (Funding) $27,750 (Estimated Cost) 21-1309 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Provide a turning refuge for left turn traffic at Eckman Road. to eliminate a potentially hazardous condition at the intersection.

Origin and History: Priority #25, District 4, C.O.G. State Bond Projects.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 890 feet; 0.17 mile

Termini M.P. 2.56 (station 50+10) to M.P. 2.73 (station 59+00)

Alignment (new or existing) Widening of existing

CATEGORY
3 PROJECT

NON MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Additional right of way not required; Adjacent land rural and adjacent to Eckman Lake and Alsea Bay.

Typical Section 12' travel lanes, 14' median refuge lane, 4' shoulders.

Bikeway None

Structures None

Additional Facilities None

Access Control None

Materials Sandy clay

Borrow and Waste Disposal Material excavated for surfacing will construct required embankment.

Special Construction Methods None.

Characteristics (ADT) ADT on the Alsea highway for 1974 is 1750 vehicles. An estimated 14% of these vehicles are trucks. The 1994 projection is for 3150 vehicles per day. The Eckman Creek Road has had an average daily traffic of 230 vehicles for the first three quarters of 1974.

Other General Information (or Supplemental information to items) Embankment construction will remain with-in existing right of way, a minor amount of material will be placed in the Alsea tidal area.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Alternatives considered are relative merits of an overlay of the existing roadway.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) District 4 C.O.G.; Priority #25

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☐ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies None

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status	Date
☒ Survey Authorization	4-26-74
☐ Reconnaissance	None
☐ Field Location	10-18-74
☐ Office Location	11-7-74
☐ Field Prel. Design	
☐ Office Prel. Design	
☐ Final Design	
☐ Contract Plans	

FHWA

Status	Date
☐ Systems Planning	
☐ Prel. Engineering	
☐ Corridor Approval	
☐ Design Approval	
☐ Plans, Specifications and Estimates Approval	

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

West end of project is between Alsea Bay and Eckman Lake, the remainder is rural, residential, with a pasture North side and brush hillside South.

Eckman Creek Road enters the Alsea Highway from the south, forming a "T" intersection. The intersection is at the easterly end of a 4° curve and slightly below the crest of a vertical curve, the combination of the rolling grade line and horizontal alignment restricts site distance. Although the accident rate in the area is relatively low, it is considered that the intersection has a high hazard potential.

The existing highway provides two-lane two-way traffic on twelve foot travel lanes and has two feet of paved shoulders outside of painted fog lines.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Projects of this type are considered to be unrelated to increased traffic noise levels or air pollutions and as the 1973 ADT was 1750 vehicles of all types, the noise levels and air quality should be well below Federal Highway Adminstration standards.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

Embankment material placed may be contacted by the Alsea Bay during very high tides.

7. Potential for Controversial Issues:

None apparent.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

      No change to existing conditions.

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.			
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

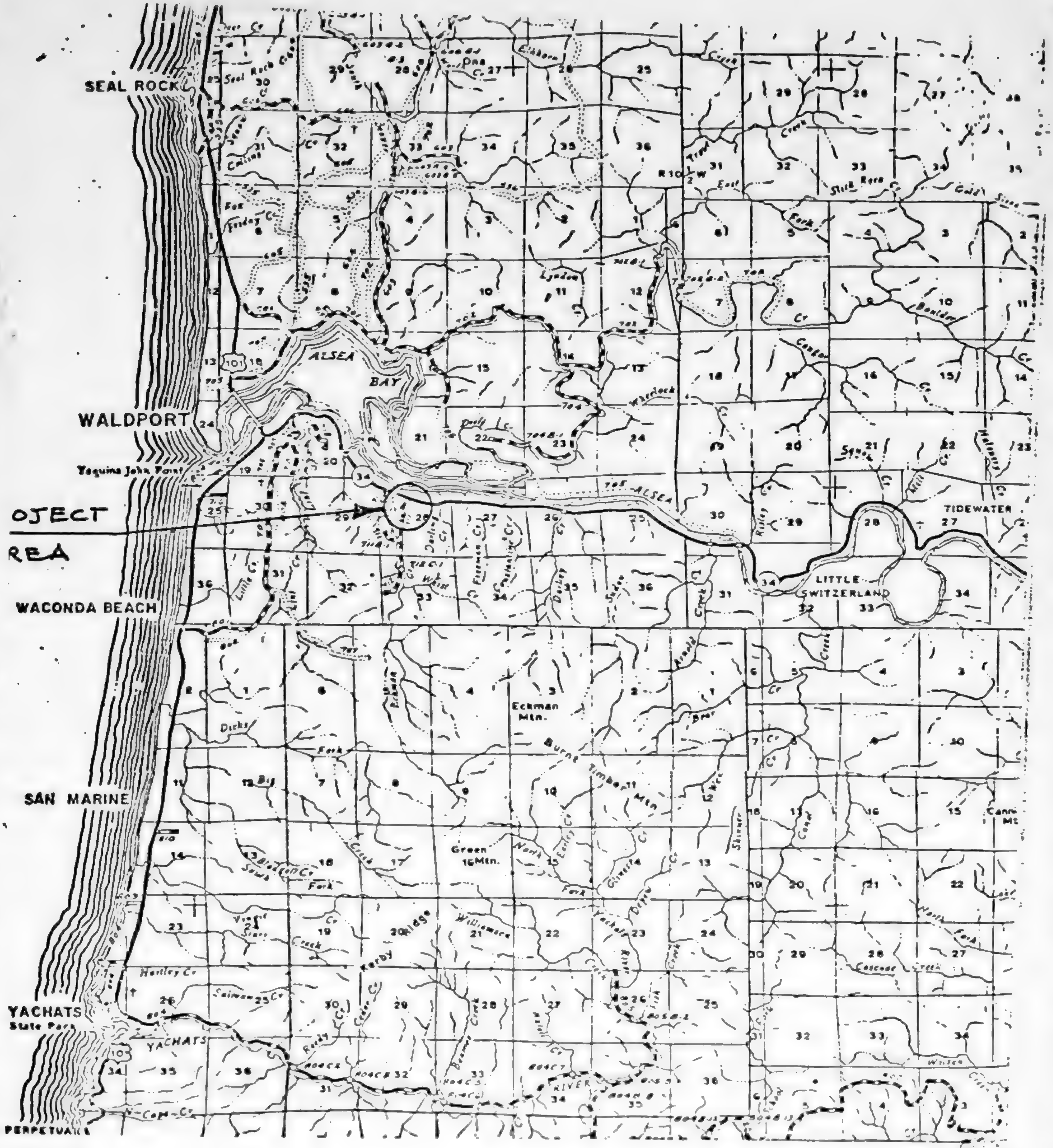
☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

Note: Under the new FHWA Guidelines, and if this project were federally funded, it would be classified as a non-major action and would not require further environmental documentation.



LOCATION PROSPECTUS MAP

ECKMAN CREEK ROAD INTERSECTION
ALSEA HIGHWAY
LINCOLN COUNTY

April , 1974

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 14, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT:

TO: MEMORANDUM TO THE FILES

I reviewed lane and shoulder widths for the left turn refuges with C. O. Fredrickson, Region II Engineer. Mr. Fredrickson approved the following widths by projects.

Alsea Highway at Eckman Creek Road

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders with 3:1 rock slope and ditch slope.

Oregon Coast Highway at Thiel Creek Road; Beaver Creek Bridge Section, Oregon Coast Highway and Columbia River Highway at Brownsmead Road (M.P. 80)

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders and 4:1 rock slopes.

Oregon Coast Highway at Marlin Avenue (Warrenton) Section

14 foot turning median lane, 14 foot travel lanes, 6 foot shoulders and 4:1 rock slopes.

RECEIVED

LKW:we
cc: C. T. Keasey
Victor D. Wolfe
C. O. Fredrickson

FORM E-30

21-1309 F. Terpin

27

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

REGION 2 ENGINEER
RECEIVED
JAN 9 1975
RFE

Newport 97365
7 Jan 75

To: ~~C. O. Fredrickson~~
~~Regional Engineer~~
~~S A L E M~~

SUBJECT: Eckman Creek Road Section
Alsea Highway
Lincoln County

PRELIMINARY PLANS

Attention: Gerald Winer

This will confirm my verbal report of Monday, 6 Jan 75, concerning review of the subject preliminary plans in the field.

I looked at the job on Sunday and find the existing pavement to be in acceptable condition and therefor recommend that the overlay portion of the work be deleted from the plans in order to downscope costs.

I note that on sheet 3 of the plans Class III Reinforced concrete pipe is specified for extending the 12-inch approach culvert. This specification is not necessary, in my opinion, as non-reinforced pipe will do the job and reinforced pipe is hard to come by in this area in the size required. This same problem came up on the last job on Mill St. in Waldport (Contract 8029) and gave us a bad time there, resulting in a Price Agreement to adjust the price, together with lost time and motion.

I find no further additions or corrections apparently required.

H. H. Patterson

H. H. Patterson
Resident Engineer

REFERRED TO
Beard
Cole
Eriksen
Hager
Return Discuss Do
Reed
Sample
Watson W
Wolfe
File Copy Due
BY FINAL DESIGN ENGINEER

cc. Frank Terpin w/attached set plans ✓ — This office concurs:

1) No overlay
2) 4' shoulders — Report follows re fills
3) Non reinforced conc. culvert adequate
4) See note on plans re: lane widths

cc Jim Cheney
cc H H Patterson

G Winer

8134 Corvallis-Newport Hwy. 0 1975
@ Harney Rd. Sec. in Newport
(.24 mi. grading and paving)

September 19, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On September 5, 1975, we wrote to you concerning release of final payment on Contract No. 8134 awarded to Road & Driveway Co. for work on the N.E. Harney Road Section of the Corvallis-Newport Highway in Lincoln County.

Final payment on this contract is $3,159.30 and the total contract amount is $63,667.92 including $481.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Road & Driveway Co.
Harney Road
Newport, OR 97365

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

33

NARRATIVE REPORT

Corvallis- Newport Highway at N. E. Harney Rd. Sec.
Corvallis-Newport Highway
Lincoln County
1975

Cont. No. 8134 21-0505

This was a State ('74 Bond) Project, bids being received on March 13, 1975. Low bidder in the amount of $61,262.75 was Road and Driveway Co. with headquarters in Newport. One subcontractor, Bogart Construction of Eugene, was utilized for the guard rail work. This subcontract was in the amount of $11,474.75, or 18.7% of the work. Work started on June 6 and was completed on July 18, after an elapse of 39 of the 90 calendar work-days allowed.

The contractor was later getting started on this job than he had anticipated. He was awarded three jobs of similar nature at the same letting, had saved this one until last because it was nearest to his headquarters, and the first two jobs did not go as fast as planned. The construction also took longer than anticipated, as he was prevented from working for two weeks when rains saturated the first lift of base rock and the subgrade started to pump under the equipment.

The only Extra Work on the job was extension of a 36-inch culvert in the deep draw near the westerly end of the job. This work was necessitated by widening of the fill to accomodate a footpath for pedestrians on the southerly side of the highway, and was not caught in the design phase. The fill over this pipe was constructed in thin lifts with use of a steel wheeled vibrapac roller, towed by a D-4 cat in most instances, and resulted in a very dense embankment.

The work continued in good fashion without notable incident except for the rainy period mentioned previously, and was completed on July 18. The final inspection was held on July 29 and the job found to be in good order. I anticipate no claims from the contractor in connection with this project.

H. H. Patterson

H. H. Patterson
Resident Engineer

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

T

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FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Corvallis-Newport Hwy @ N.E. Harney Road	WEEK ENDING August 16, 1975	SECTION PREFIX 21-0505
NAME OF JOB N. E. Harney Road	HIGHWAY Corvallis - Newport	COUNTY Lincoln
CONTRACTOR Road and Driveway Co.	KIND OF WORK Grading and Paving	
DATE OF CONTRACT 17 Mar 75	CONTRACT NUMBER 8134	FEDERAL AID PROJECT NUMBER State
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	DATE WORK STARTED 6 Jun 75	ESTIMATED COMPLETION DATE
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS /work 90	CALENDAR DAYS USED /work 89
PROJECT AUTHORIZATION: $ 72,092.35	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 65,796.07	ENGINEERING AUTHORIZATION $ 6,296.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 66,083.68	ENGINEERING COST TO DATE $ 9,938.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0.4 %	PERCENT OF AUTHORIZATION 158 %	DATE PROJECT WAS COMPLETED: 18 July 75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.24	0.24			0.24
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.24	0.24			0.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,800	2,150			1,250
TOTAL QUANTITIES CORRECTED TO DATE	2,595	1,870			1,308
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,592	1,870			1,308
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Sctd. Clouds			
WEDNESDAY	Sctd. Clouds			
THURSDAY	Overcast			
FRIDAY	Overcast			
SATURDAY				

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Aug. 10, 1975 SUNDAY	
11 MONDAY	
12 TUESDAY	
13 WEDNESDAY	
14 THURSDAY	
15 FRIDAY	
16 SATURDAY	

REMARKS

Semi-final estimate submitted to Region office 8/15/75.

SIGNED LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP'F216

F. Turpin
33

Jerry,

Pat called

2-7-75

Corvallis - Newport Hwy at Harney Rd Sect

Pat does not think the overlay is needed, also tack coat. However if the overlay still is left on plans then approx 25± tons of patching should be provided.

Plan quantity on one length of guardrail shows 270'. Should this be 262½' or 275'

Can we get by without extending the 36" pipe.

John

cc Frank Turpin ✓ Says too late on overlay

cc Howard Johnson
H H Patterson

✓

✓

wl

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 4, 1975

TO J. H. Versteeg
Road Design Engineer

Attention: F. E. Terpin
Final Design
Engineer

FROM L. E. George
Traffic Engineer

REFERRED TO
Board Reed
[✓ Cole] Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

SUBJECT Corvallis-Newport Hwy. @
N. E. Harney Rd. Sec.
Corvallis-Newport Hwy. No. 33
Lincoln County

We have reviewed the preliminary plans for the Corvallis-Newport Highway at N. E. Harney Rd. Section, and we would like to make the following recommendations:

We recommend that the 40 to 1 taper shown for the west to south left-turn refuge at S. E. Moore Road be increased to 55 to 1. Due to the vertical alignment and the prevailing speeds, it is felt that the 40 to 1 taper may be too abrupt.

We also recommend the use of 6° reverse curves in these left-turn refuges. It is our policy to try to use 6° reverse curves for left-turn refuges in rural areas and 10° reverse curves in urban areas.

DW:rj

cc: C. O. Fredrickson

[illegible]

[illegible]

[illegible]

[illegible]

Old Santiam Hwy. @ Cottonwoods 1975
Sec. East of Albany
(Grading and paving)

August 8, 1975

Safeco Insurance Co.
1600 SW First Ave.
Portland, OR 97201

Gentlemen:

On August 5, 1975, we wrote to you concerning release of final payment on Contract No. 8135 awarded to Morse Bros., Inc. for work on the Cottonwoods Section of the Santiam Highway in Linn County.

Final payment on this contract is $2,761.48 and the total contract amount is $47,133.99. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Morse Bros., Inc.
East Grant Street
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM E-1 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB [illegible]	SECTION [illegible]	WEEK ENDING July 5, 1975
CONTRACTOR [illegible]	HIGHWAY [illegible]	SECTION PREFIX [illegible]
DATE OF CONTRACT [illegible]/75	KIND OF WORK [illegible] paving	COUNTY [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN	CONTRACT NUMBER [illegible]	FEDERAL AID PROJECT NUMBER state
SUPERVISION	DATE WORK STARTED [illegible]/75	ESTIMATED COMPLETION DATE 6/[illegible]/75
PROJECT AUTHORIZATION $ [illegible]	SPECIFIED WORK DAYS	WORK DAYS USED
EXCLUSIVE OF ENGINEERING $ [illegible]	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 60
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
ESTIMATED PERCENT OVERRUN UNDERRUN [illegible] %	ENGINEERING AUTHORIZATION $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	ENGINEERING COST TO DATE $ [illegible]	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
	PERCENT OF AUTHORIZATION 54 %	DATE PROJECT WAS COMPLETED [illegible]/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
		[illegible]	[illegible]	[illegible]			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	[illegible]	[illegible]			
MILES PARTIALLY COMPLETED					[illegible]
MILES COMPLETED	[illegible]	[illegible]			
TOTAL ESTIMATED QUANTITIES (CONTRACT)					[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]			[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]			[illegible]
AVERAGE DAILY QUANTITIES					[illegible]
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
[illegible] 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY June 30	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

[illegible]

[illegible]

[illegible]

SIGNED [illegible] LOCATION [illegible]

[illegible] Oliver, [illegible] Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM E-30

16

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE February 4, 1975

TO J. H. Versteeg
Road Design Engineer

Attention: F. E. Terpin
Final Design
Engineer

FROM L. E. George
L. E. George
Traffic Engineer

SUBJECT Plan Review
Santiam Hwy. @ Cottonwoods Sec.
Santiam Hwy. No. 16 (M.P. 6.53)
Linn County

REFERRED TO
Beard Reed
[✓ Cole] Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEE

Our office has reviewed the preliminary plans for the Santiam Highway at Cottonwoods Section, and we would like to make the following comments:

It was noted that tapers of 40 to 1 and 30 to 1 are to be used on these left-turn refuges. It is desirable to maintain 55 to 1 taper sections on highways under Basic Rule operation. However, where this is not practical, due to construction problems or excessive expense, shorter tapers may be acceptable.

It was also noted that 10° reverse curves were to be used in both left-turn refuges. Since this project is located in a rural area we would prefer the use of 6° reverse curves if possible.

DW:rj

cc: C. O. Fredrickson

V
T

5136 Timber Jct. Sec. Westerly of 1975
North Plains on Sunset Hwy.
(1.61 mi. grade, pave & structure)

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-186(27)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RF-25

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

RECEIVED
STATE HWY ENGR
JAN 7 '80
REFER TO [illegible]
FOR

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-13-79

FEDERAL ROUTE NUMBER Primary 27

STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:
Timber Junction Section

GENERAL DESCRIPTION OF WORK:
Reopen Project and Acquire Access Control

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of December 7, 1979 I approve the reopening of the subject project for the purpose of acquiring access control on File No. 19436 now determined to be necessary for the project. TEC $2,000 - Federal Funds limited to $1,715.

DATE 12-18-79

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-918

December 7, 1979

PRO 6-2

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Reopen Project & Purchase of Access Control
Project No. RF-186(27)
Timber Junction Section
Washington County

I hereby request the following:

1) Approval to reopen the subject project for the purchase of access control on file 19436 as indicated in the attached copy of Mr. Lowe's memo of December 4, 1979.

2) Authorization to proceed with the acquisition of access control on file 19436 at an estimated total cost of $2,000 with an obligation of $1,715 in federal funds.

Your letter of January 17, 1975 had previously authorized acquisition of access control on this parc , however, the file was subsequently cancelled with the final voucher being submitted on September 27, 1979. Region has since determined it desirable to complete the access control along this section by acquiring the needed control from this one remaining property.

CL:fkc
Attachment

cc. J. Boyd
F. Lowe

Salem, Oregon
May 10, 1977

J. H. Versteeg
Road Design Engineer

Timber Junction Section
Sunset Highway
Washington County

Mr. Kenneth Rolfe
Regional R/W Supervisor
Portland, Oregon

A check of the "As Constructed" Plans for the subject section indicated some road approaches were constructed at stations that differ from the deeded access points by more than 10 feet, as follows:

File	Legal Station	Const. Station	Diff.
48093	1528+55 Lt.	1528+40	15'
48092	1530+60 Lt.	1530+17	42'
19444	1546+10 Rt.	1545+78 - (on B.P.A. property, File 19377, where access control was not acquired.)	
None		1579+82 - (This approach would appear to cross our access control line. Is it public? Do we open our control line?)	

Attached are letter-sized copies of the "As Constructed" Plan sheets covering the areas in question.

It appears that some "Indentures of Access" are required.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:mg

Attach.

cc: Mr. J. B. Boyd

STATE C

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

n Approved; O M B No. 04-R2089

State Oregon

County Washington

Project Number RF-186(28)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 961,433	$ 961,433
Federal funds	$ 751,672	$ 824,908
Other revisions		

This modification is made for the following reasons: To increase federal aid pro rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $136,525

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon October 12, 1976

Federal Aid Project
No. RF-186(28)

TIMBER JUNCTION SECTION

SUNSET HWY. IN WASHINGTON COUNTY

Revised Project Agreement Estimate

Type Code 6203 Roadway (Sta. 1514+00 to Sta. 1599 +00) Total same as previous estimate of February 24, 1976	$753,130.00
Type Code X081 Nehalem River Bridge (Sta. 1537+71 to Sta. 1539+53) Total same as previous estimate of February 24, 1976	$208,303.00

Length of Roadway - - - - - - - -	1.574 miles
" " Structure - - - - - - -	0.034 mile
TOTAL	1.608 miles

Cost of Roadway Per Mile- - - - $478,481.57

SUMMARY OF FUNDS

Description	Total Cost	*Federal Funds	State Funds
Roadway	$753,130.00	$646,185.00	$106,945.00
Structure	208,303.00	178,723.00	29,580.00
TOTAL	$961,433.00	$824,908.00	$136,525.00

Group 1 - 100
Contract No. 8136
Prefix - 34-1067

*Increase federal aid pro rata to 85.8%

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-154

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Washington

Project Number RF-186(28)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 961,433	$ 961,433
Federal funds	$ 751,672	$ 961,433
Other revisions		

This modification is made for the following reasons:

"The Project Agreement executed March 26, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 209,761."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Greer

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Washington PROJECT NO. RF-186(28)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 2.3 mi. S.E. Columbia Co. Line S.E. 1.57 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-19-75	1.6

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 949,881	FEDERAL FUNDS $ 742,711

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

G. L. Green

Date executed by Division Engineer

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Federal-aid Project
No. RF-186(28)

Oregon State Highway Division

TIMBER JUNCTION SECTION

SUNSET HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, March 19, 1975

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1514+00 to Sta. 1599+00)

Mobilization	All Required		$ 75,043.00
Temporary Protection and Direction of Traffic	All Required		11,500.00
Temporary Signs	480 sq.ft.	6.00	2,880.00
Temporary Continuous Rail Traffic Barrier	400 lin.ft.	8.50	3,400.00
Flagmen	350 hour	15.00	5,250.00
Clearing and Grubbing	All Required		37,000.00
Removal of Structures and Obstructions	All Required		500.00
Ditch Excavation	640 cu.yd.	3.00	1,920.00
General Excavation	60,500 cu.yd.	0.95	57,475.00
Trench Excavation	500 cu.yd.	7.00	3,500.00
Finishing Roadbed and Slopes	1.61 mile	2,000.00	3,220.00
Watering	340 M-gal.	5.00	1,700.00
Bituminous Base Mixture	9,900 ton	11.50	113,850.00
Asphalt in Bituminous Base Mixture	560 ton	66.00	36,960.00
Aggregate Shoulders	2,300 ton	7.00	16,100.00
Lime Treated Subgrade	25,200 sq.yd.	0.75	18,900.00
Lime for Treated Subgrade	280 ton	60.00	16,800.00
Class "B" or Class "C" Asphalt Concrete Mixture	11,100 ton	11.50	127,650.00
Asphalt Cement in Mixture	720 ton	66.00	47,520.00
Asphalt in Tack Coat	11 ton	250.00	2,750.00
12-inch Culvert Pipe	100 lin.ft.	5.50	550.00
18-inch Culvert Pipe	730 lin.ft.	8.50	6,205.00
36-inch Culvert Pipe	60 lin.ft.	31.00	1,860.00
Extra for Pipe Under Pavement	200 lin.ft.	10.00	2,000.00
Concrete Inlets, Type G-2	8 only	310.00	2,480.00
6-inch Drain Pipe	1,760 lin.ft.	3.00	5,280.00
Special Filter Material in Drain	160 cu.yd.	25.00	4,000.00
Guardrail, Type 2A	1,850 lin.ft.	8.50	15,725.00
Guardrail, Type 3	100 lin.ft.	18.00	1,800.00
Guardrail Anchors, Type 1	8 only	300.00	2,400.00
Rail End Pieces, Type C	8 only	125.00	1,000.00

Extra for Asphalt Approaches	11 only	200.00	2,200.00
Paved Culvert End Slopes	320 sq.ft.	1.50	480.00
Loose Riprap, Class 100	40 cu.yd.	20.00	800.00
Guide Posts	70 only	12.50	875.00
Roadside Seeding and Mulching	10 acre	440.00	4,400.00
			$635,973.00

Anticipated Items

Slide Correction (E.W.)	All Required	$ 10,000.00
Temporary Erosion Control (E.W.)	All Required	5,000.00
On-the-Job Trainee (2 @ $800)(E.W.)	All Required	1,600.00
Work by Bonneville Power	All Required	800.00
		$ 17,400.00
	Subtotal	$653,373.00
	Engineering	88,205.00
	Total	$741,578.00

Type Code X081
Nehalem River Bridge (Sta. 1537+71 to Sta. 1539+53)

Bridge Removal Work	All Required		$ 6,000.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	180 cu.yd.	20.00	3,600.00
Structure Excavation Below Elevation Shown	20 cu.yd.	30.00	600.00
Furnishing HP 10x42 Steel Piling	270 lin.ft.	8.00	2,160.00
Drive Steel Piles	12 only	500.00	6,000.00
Splice Steel Piles	2 only	30.00	60.00
Structural Concrete, Class 3300 (165 cu.yds.)	All Required		35,000.00
Structural Concrete, Class 4000 (155 cu.yds.)	All Required		18,000.00
55'/60' Type III Prestressed Beams	12 only	2,000.00	24,000.00
65'/70' Type III Prestressed Beams	6 only	2,400.00	14,400.00
Reinforcement (66,000 lbs.)	All Required		21,000.00
Reinforced Concrete Bridge End Panels	390 sq.yd.	35.00	13,650.00
Two Tube Metal Railing	186 lin.ft.	37.00	6,882.00
Three Tube Metal Railing	136 lin.ft.	50.00	9,300.00
Membrane Waterproofing	1,270 sq.yd.	12.50	15,875.00
	Subtotal		$183,527.00
	Engineering		24,776.00
	Total		$208,303.00

Length of Roadway - - - - - - -	1.574 miles
Length of Structure - - - - - -	0.034 mile
Total	1.608 miles
Cost of Roadway Per Mile- - - -	$471,142.31

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 5,000.00
	Subtotal	$ 5,000.00
	Engineering	675.00
	Total	$ 5,675.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$741,578.00	$579,839.00	$161,739.00
Structure	208,303.00	162,872.00	45,431.00
Subtotals	$949,881.00	$742,711.00	$207,170.00
Retained in Program Status	5,675.00	4,437.00	1,238.00
Totals	$955,556.00	$747,148.00	$208,408.00

Group 1 - 100%

Contract No. 8136

Prefix No. 34-1067

TIMBER JUNCTION SECTION

Nonparticipating - State Work

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
State Responsibility for Damages (S.F.)	All Required	500.00
	Total	$ 1,500.00

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 9-3-76	REPORT MADE BY W. N. Bryant, Area Engr.		PROJECT NO. RF-186(28)
COMPLETION DATE 12-22-75	ACCEPTANCE DATE BY CONTRACT AGENCY 4-29-76	TIME ELAPSED 223 CWD 99 %	CONTRACT TIME 225 CWD
APPROVED EXTENSIONS None	LOCATION U.S. 26, 2.3 mi. S.E. Columbia County line, S.E. 1.57 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

TIMBER JUNCTION
SUNSET HIGHWAY
Grading, Paving & Structure

This project provided for grading, lime-treated subgrade, plant-mix bituminous base and asphaltic concrete pavement of 1.574 miles of roadway and the widening of one 182' long reinforced cement structure.

Work began on 4-3-75 and was completed in apparent reasonable close conformance with the approved plans and specifications on 12-22-75 at a final cost of $954,943.14 (includes 84,300 for engineering) as compared to the authorized amount of $957,486.

The State's materials certificate indicates that the contractor was assessed $961.17 for noncompliance with the asphaltic concrete gradation specifications and $572.00 for noncompliance with the asphaltic concrete compaction specifications.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 9-3-76	TITLE District Engineer	DATE 9-10-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8136

RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTOR ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

Oregon	Washington	RF-186(28)		x
	6203	X081	April 3, 1975	
	684,753	182,023	December 22, 1975	
	1.574	0.034		1
10,351		102,402		
	208,418	104,890	6 12 18	1,553 123 580
	31,540	398		
	2,213 70			
	733			
		9		
			18 36	58 60
		117,387		
		11,340		
	17	666		
	24,100			
	1,425	897		
	2,113			
		372		
	6,855			

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

[illegible]

Part [illegible] INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 [illegible] used on project. Do not [illegible]

[illegible] and 52 [illegible] purchased from [illegible] Do not [illegible] and [illegible] Aggregates [illegible]

[illegible] thousand board feet

[illegible]

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 4, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8303 & 8332

We confirm receipt of your safekeeping receipt 206918, covering certificate 250871, $270,000. This replaces matured certificate 249788, $270,000.

We confirm approval of changes in allocation of this certificate as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	-
8127	193,000	193,000	-
8136	20,000	-	($20,000)
8303	10,000	22,000	12,000
8332	17,000	25,000	8,000
	$ 270,000	$ 270,000	-

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Construction Co.

bc: C.W. Head ✓ R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

May 7, 1976

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington Street
Portland, Oregon 97205

Gentlemen:

On May 3, 1976, we wrote to you concerning release of final payment on Contract No. 8136 awarded to Cascade Construction Company, Inc. for work on the Timber Junction Section of the Sunset Highway in Washington County.

The total contract amount is $864,176.33 including $983.35 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Cascade Construction Company, Inc.
PO Box 4267
Portland, OR 97208

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Cascade Const. Co.
Contracts: 8064, 8127, 8136, 8180, 8303 & 8332

We received your safekeeping receipt No. 206683, covering CD #00249788, $270,000. This replaces matured certificate 4-213388, $270,000 which has matured.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$40,000	($10,000)
8127	193,000	193,000	----
8136	20,000	20,000	----
8180	----	15,000	(15,000)
8303	10,000	----	10,000
unallocated	----	2,000	(2,000)
8332	17,000	----	17,000
Total	$270,000	$270,000	------

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Cascade Const. Co. R. Church
bc: C.W. Head J. Bond C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206683** 1

DATE April 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$270,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D
Dated 4/30/76 Due 6/1/76
Interest at Maturity
Ctf. # 00249788 @ 270M; n/o Cascade Construction Co., Inc.
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

5%

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

April 28, 1976

RECEIVED
APR 30 1976
CONTRACT ACCOUNTING

United States National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson, Safekeeping

Gentlemen:

Cascade will be replacing its Time CD which matures April 30, 1976 with a new purchase in the same amount. The contracts involved are as follows:

Contract	Prior Deposit	Current Deposit	Change
8064	$ 40,000	$ 30,000	$(10,000)
8127	193,000	193,000	-
8136	20,000	20,000	-
8180	15,000	-	(15,000)
8303	-	10,000	10,000
8332	-	17,000	17,000
Unallocated	2,000	-	(2,000)
	270,000	270,000	-

Please mail your new safekeeping receipt directly to Janice Peterson at the O.S.H.D.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attn: Janice Peterson

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206683 covering $270,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $193,000.00 on Contract #8127, $20,000.00 on Contract #8136, $10,000.00 on Contract #8303, $17,000 on Contract #8332.

This C/D renews Safekeeping Receipt #206416 in amount of $270,000.00 which matured on 4/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
MAY 04 1976
CONTRACT ACCOUNTING

RECEIVED
MAY - 3 1976
HIGHWAY ACCOUNTING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8136 and 8180

We received your safekeeping receipt No. 206416, covering TCD #4 213338, $270,000. This replaces TCD Nos. 4 213726, $250,000 and 4 210622, $50,000, which matured March 31, 1976. The above transactions affect deposits in lieu of retainage on our contracts with Cascade Construction as follows:

Contract	Prior Deposit	Current Deposit	Net Decrease
8064	$ 68,000	$ 40,000	($28,000)
8127	193,000	193,000	---
8136	20,000	20,000	---
8180	15,000	15,000	---
Unallocated	4,000	2,000	(2,000)
TOTAL	$300,000	$270,000	($30,000)

Copies of the safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

BY
Janice Peterson
Contract Payments Executive

cc: Cascade Construction Co.

JP7jm
Enc.

bc: C.W. Head ✓
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206416**

DATE 3/31/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of •
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$ 270,000.00

USNB of Oregon Nonnegotiable Time C/D 5%
Dated 3/31/76 Due 4/30/76
Interest At Maturity
Cert # 4 213383 @ 270M; N/O Cascade Construction Co., Inc.
"Fundsto be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

CD Johnson

NOT NEGOTIABLE

15-2489 4/75 ENV. 31-339 HEAD OFFICE PORTLAND

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 30, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

Attention: Janice Peterson

Gentlemen:

This is to confirm our telephone conversation regarding the renewal of time CD's currently pledged to your department. As of March 31, 1976, I have instructed the U.S. National Bank to purchase for Cascade's account a Time CD in the amount of $270,000.00 to mature April 30, 1976 which is to be held in safekeeping for your account. The allocation of the $270,000.00 is as follows:

Contract	Amount
8127	$193,000
8064	40,000
8136	20,000
8180	15,000
Unallocated	2,000
Total	270,000

RECEIVED
APR 02 1976
CONTRACT ACCOUNTING

I am hopeful that the retainage on all of the contracts can be substantially reduced by the April 30th maturity date.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
Vice President

JEM:mk

cc: U.S. National Bank of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: Ella Anderson

RECEIVED
APR 1 1976
HIGHWAY ACCOUNTING

Equal Opportunity Employer

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

March 31, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206416 covering $270,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $193,000.00 on Contract #8127, $40,000.00 on Contract #8064, $20,000.00 on Contract #8136, $15,000.00 on Contract #8180, $2,000.00 is unallocated.

This C/D partially renews Safekeeping Receipt #205631 in amount of $250,000.00 and Safekeeping Receipt #206145 in amount of $50,000.00 which matured on 3/31/76.

Very truly yours,

Jean VanScoy
Safekeeping Department

JVS:ea
Enc

cc: Cascade Construction Company, Inc.

RECEIVED
APR 01 1976
CONTRACT ACCOUNTING

Salem, Oregon
March 22, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

D. O. Christensen
Final Design Engineer

W. J. Scofield
Resident Engineer

Timber Junction Section
Sunset Highway
Washington County
Contract 8136
(Construction Narrative Report)

Price Agreement for Drainage Curb

Drainage curb in this area was not included in location work and a check with the Region office indicated agreement with this.

WEC:jn
cc: W. E. Cole

Versteeg
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 22 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8084, 8127,
8136, 8180, 8201

We received your safekeeping receipt # 206145, covering TCD 4 213726, $50,[illegible] This replaces TCD 4 213552, $100,000 which has matured. [illegible],000 TCD above, combined with TCD 4 21376, $25[illegible] which remains assigned to the Highway Division, is allocated as follows on contracts with Cascade Construction Co:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Cascade Construction Co.

B. C. J. Bond
R. Church
~~C. H. Head~~
C. Barrett
File Copy

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

March 1, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

A time CD in the amount of $100,000 matured this date. Based upon our conversation, I have instructed the USNB Safekeeping Department to issue a new receipt as follows:

Contract	Amount
8127	$193,000
8064	68,000
8136	20,000
8180	15,000
Unallocated	4,000
Total	$300,000

The amount pledged is supported as follows:

(1)	Receipt No. 205631 dated 12-30-75	$250,000
(2)	Receipt to be issued 3-1-76	50,000
	Total required	$300,000

I appreciate your help in reducing the pledge required as cash becomes very dear in the spring.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM:mk

cc: USNB of Oregon
P. O. Box 4412
Portland, Oregon 97208
Attn: E. E. Koch, Safekeeping Offi

CONTROL COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 2Q6145

DATE March 1, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$50,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 3/1/76 Due 3/31/76 CUSIP Interest at Maturity Ctf. No. 4 213726 @ 50M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

77

RECEIVED

18-2499 4/75 ENV.

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 2, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206145 covering $50,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents portions on Contract #8127, Contract #8064, Contract #8136 and Contract #8180.

This C/D partially renews Safekeeping Receipt #205907 in the amount of $100,000.00 which matured on 3/1/76.

Very truly yours,

Jean Van Scoy

Jean Van Scoy
Safekeeping Department

J V S:ea
Enc
cc: Cascade Construction Company, Inc.

RECEIVED

8 5

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	[illegible]
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Washington
Project Number	RF-186(28)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 949,881	$ 961,433
Federal funds	$ 742,711	$ 751,672
Other revisions		

This modification is made for the following reasons:

Increase in bid item and approved price agreement

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

CUSTOMER COPY

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. RF-186(28)

Timber Junction Section
Sunset Highway in Washington County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1514+00 to Sta. 1599+00)

Subtotal on previous estimate of March 19, 1975

Previous Estimate			$653,373.00
Flagmen	350 hours	15.00	5,250.00
Revised Estimate			
Flagmen	765 hours	15.00	11,475.00
PA 2 Removal of Existing Sign Installation	Lump Sum		385.00
PA 2 Move Existing Signs	Lump Sum		275.00
PA 2 Wood Sign Posts	Lump Sum		1,501.50
PA 2 Type "C", "D", & "R" Signs in Place	249 sq.ft.	7.15	1,780.35
PA 2 Type "U" Signs	140 sq.ft.	9.90	1,386.00
			16,802.85
	Increase		11,552.85
	Subtotal		664,925.85
	Engineering		88,204.15
	Total		$753,130.00

Type Code X081
Nehalem River Bridge (Sta. 1537+71 to Sta 1539+53)

Total same as previous estimate of March 19, 1975 — $208,303.00

Length of Roadway - - - - - - - - - - - 1.574 Miles
Length of Structure - - - - - - - - - - 0.034 Mile
Total 1.608 Miles

Cost of Roadway per mile - - - - - - - - $478,481.57

CUSTOMER COPY

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$753,130.00	$588,800.00	$164,330.00
Structure	208,303.00	162,872.00	45,431.00
Total	$961,433.00	$751,672.00	$209,761.00

Group 1	100%
Contract No.	8136
Prefix	34-1067

CUSTOMER COPY

AT

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

U.S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts 8064, 8084, 8127, 8136, 8180

We received your safekeeping receipt No. 205907, covering TCD #4 213552, $100,000. This replaces TCD 4 210621, $100,000, which has matured.

There is no change in the amount deposited in lieu of retainage for Cascade Construction Company contracts.

Safekeeping receipt No. 205630 for the matured certificate is enclosed.

Vernon E. Skoog, Controller

by: ____________________
Janice Peterson
Contract Payments Executive

JP:njc

cc: Cascade Construction

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734 3122

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

January 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205907 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division.

This C/D renews Safekeeping Receipt #205630 in the amount of $100,000.00 which matured 1/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc.

cc: Cascade Construction Company

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIVED
FEB 03 1976
CONTRACT ACCOUNTING

RECEIPT NO. 205907

DATE 1/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acct't
☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

$100,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 1/30/76 Due 3/1/76 Interest At Maturity Cert # 4 213552 @ 100M; H/O Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: [illegible] JUNCTION

WEEK ENDING: [illegible]

SECTION PREFIX: [illegible]

HIGHWAY:

COUNTY: [illegible]

NAME OF JOB: [illegible]

KIND OF WORK: [illegible]

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: [illegible] 136 (28)

DATE OF CONTRACT: March 12, 1975

DATE WORK STARTED: [illegible]

~~ESTIMATED~~ COMPLETION DATE: [illegible], 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR/DAYS [illegible]

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED [illegible]

PERCENT OF TIME ELAPSED [illegible]

PROJECT AUTHORIZATION $[illegible]

EXCLUSIVE OF ENGINEERING: $[illegible]

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $[illegible]

ENGINEERING AUTHORIZATION $[illegible]

ENGINEERING COST TO DATE $84,300

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION [illegible]

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1 %

PERCENT OF AUTHORIZATION 111 %

DATE PROJECT WAS COMPLETED December 22, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OIL AND/OR PAVE~~	MAT'L PROD
[illegible]	[illegible]	100		[illegible] 100	[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	[illegible]	[illegible]	[illegible]		
MILES PARTIALLY COMPLETED					[illegible]
MILES COMPLETED	1.1		[illegible]		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible]		[illegible]		[illegible]
TOTAL QUANTITIES CORRECTED TO DATE	[illegible]		[illegible]		[illegible]
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]		[illegible]		[illegible]
AVERAGE DAILY QUANTITIES	[illegible]		[illegible]		[illegible]
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	[illegible]				
PERCENT	1[illegible]				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY		[illegible]		
TUESDAY		[illegible]		K
WEDNESDAY		[illegible]		
THURSDAY		[illegible]		
FRIDAY		[illegible]		
SATURDAY		[illegible]		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

[illegible]

SIGNED [illegible] LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

5

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File

January 5, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 92708

Attention: E. F. Koch

Re: Cascade Construction

We have received your safekeeping receipts 205630, covering TCD 4 210621, $100,000 and safekeeping receipt 205631, covering TCD 4 210622, $250,000, to be used in lieu of retainage on our contracts with Cascade Construction Co., Inc. These receipts replaced #204859, TCD 4 199166, $250,000, and #205356, TCD 4 207362,$140,000. Copies of the safekeeping receipts for the matured certificates are enclosed.

Please note that contract 8201 requires $15,209.47 in pledged deposits to cover the current retainage, reducing the unallocated portion of the certificates to $15,790.53.

The amounts of the current certificates pledged, the matured certificates, and the increase (decrease) deposited in lieu of retainage on each contract are as follows:

Contract	Current Amount	Matured Amount	Increase (Decrease)
8127	$188,000.00	$193,000.00	($ 5,000.00)
8064	68,000.00	66,666.67	1,333.33
8084	5,000.00	58,333.33	(53,333.33)
8136	43,000.00	41,000.00	2,000.00
8180	15,000.00	15,000.00	--
8201	15,209.47	16,000.00	(790.53)
unallocated	15,790.53	--	15,790.53

Vernon E. Skoog
Controller

by

Janice Peterson

Enclosure
cc: Cascade Constr. Co.

CUSTOMER COPY

8

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205330

DATE December 30, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$100,000.00

USNB of Oregon Nonnegotiable Time C/D 5.25%
Dated 12/30/75 Due 1/30/76
Interest at Maturity
Ctf. No. 4 210621 0 100M; n/o Cascade Construction Co., Inc.

CUSIP

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205631

DATE December 30, 1975

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box [illegible]
Portland, Oregon 97203

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't [illegible]
☐ CR. SVNG. Acct't
☐ Remit

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$250,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 12/30/75 Due 3/31/76 5.62 Interest at Maturity Ctf. No. 4 210322 @ 250M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back thereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4-75 ENV. 31 HEAD OFFICE PORTLAND

8136

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We received your safekeeping receipt 205356 covering certificate of deposit #4 207362, $140,000 to be used as a deposit in lieu of retainage on contracts 8127 and 8136 with Cascade Construction Company. Enclosed is safekeeping receipt 204591 for matured certificate #4 199005, $140,000. There is no change in the amounts deposited in lieu of retainage on these contracts.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Cascade Construction Co.

bc: C. W. Haad.
J. Bond
R. Church
C. Barrett
File Copy

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

44

RECEIPT NO. 205356

DATE 11/26/75

3

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97203
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$140,000.00	USNB of Oregon Nonnegotiable Time C/D 5% Dated 11/26/75 Due 12/30/75 Interest At Maturity Cert # 4 207362 @ 140M; N/O Cascade Construction Company, Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NO

NOT NEGOTIABLE

D. Johnson

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

November 26, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205356 covering $140,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit which is assigned to the Oregon State Highway Division. This C/D represents $109,000 on Contract #8127 and $31,000.00 on Contract ~~#8127~~. 8136 JP

This C/D renews Safekeeping Rec #204591 in amount of $140,000.00 which matured 11/26/75.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea

Enc.

cc: Cascade Construction Co., Inc

No entry necessary
documentation only

bc: ~~L. . Lead~~
J. Bond
C. Barrett
R. Church

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

We acknowledge receipt of your Safekeeping Receipt # 204859, TCD 4 199166, $250,000, to be used as a deposit in lieu of retainage on contracts with Cascade Construction Co., Inc. replacing matured CD's # 4 190442 (Safekeeping Receipt 204091, $125,000), #4 190452 (Safekeeping Receipt 204095, $30,000), and #4 190470 (Safekeeping Receipt 204110, $56,000). We are enclosing copies of the Safekeeping Receipts for the matured securities.

The current amounts being deposited in lieu of retainage, matured securities, and net increase on deposit on our contracts with Cascade Construction are as follows:

Contract	Current Deposit	Matured Securities	Net Increase
8064	$66,666.67	$66,666.67	---
8084	58,333.33	58,333.33	---
8127	84,000.00	45,000.00	$39,000.00
8136	10,000.00	10,000.00	---
8180	15,000.00	15,000.00	---
8201	16,000.00	16,000.00	---
Total	$250,000.00	$211,000.00	$39,000.00

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

orm 81-734 3122

cc: Cascade Const. Co.

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

September 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204859 on which is indicated the assignment to the Oregon State Highway Division.

The $250,000.00 C/D represents:

Contract #8127	$ 84,000.00
Contract #8064	66,666.67
Contract #8084	58,333.33
Contract #8136	10,000.00
Contract #8180	15,000.00
Contract #8201	16,000.00
	$250,000.00

If it is permissable for you to release the C/D's by phone when you are in receipt of new C/D please call us 225-5628.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Enc

cc: Cascade Construction Company

SEP [illegible]

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 204859

DATE 9/29/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97203

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Dept

$250,000.00	USNB of Oregon Nonnegotiable Time C/D 6.75% Dated 9/29/75 Due 12/30/75 Interest at maturity CUSIP Cert #4 199166 @ 250M; n/o Cascade Construction Company, Inc.

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Salem, Oregon
September 19, 1975

Frank E. Terpin
Final Design Engineer

W. J. Scofield
Resident Engineer

Design for Type "U" Signs
Timber Junction Section
Sunset Highway
Washington County
Contract No. 8136

Per your request of September 5, 1975, we herewith submit design information for the six Type "U" signs on the above-named section. I would estimate a per square foot cost of $10.00 if done by price agreement.

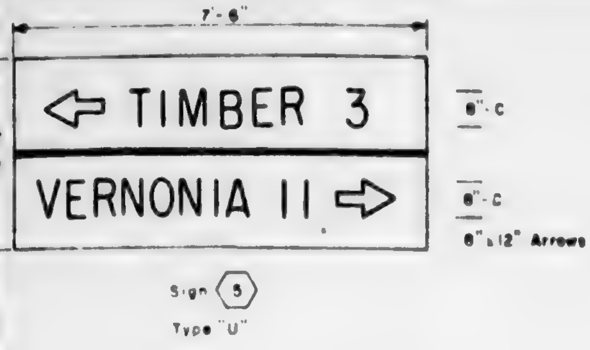
Contrary to recommendation we suggest the signs be installed on 4"x6" wood supports. If further information is desired, please contact us.

WGB:we
Attachments
cc: C. T. Keasey
E. L. Hardt
W. G. Beard

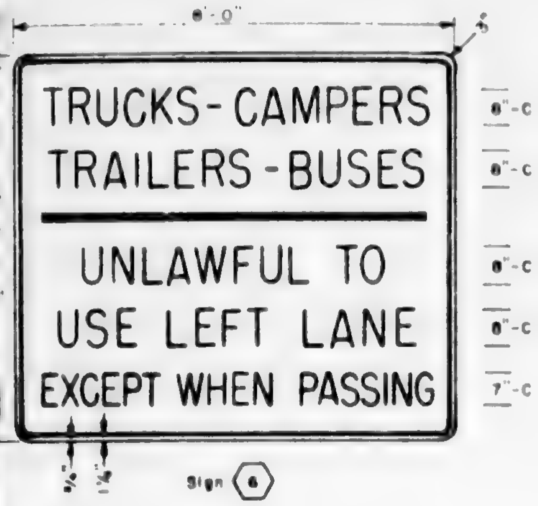
✓
RECEIVED
Swanson
R. Olson
ROAD
Other

TIMBER JCT. SECTION SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

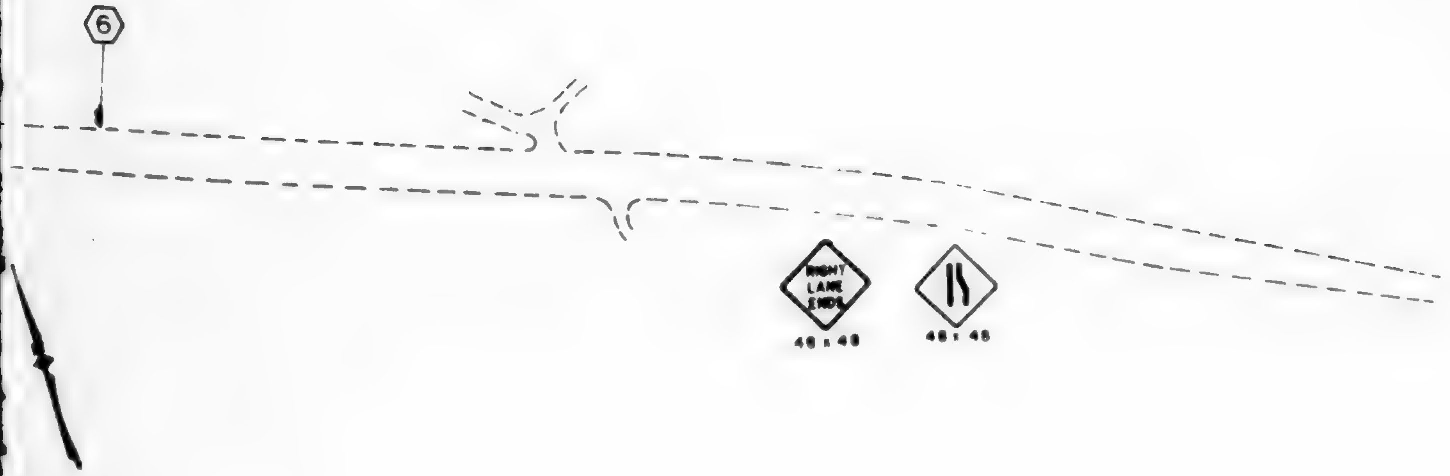
PERMANENT SIGNING
SIGN PLANS & DETAILS



Sign 5
Type "U"

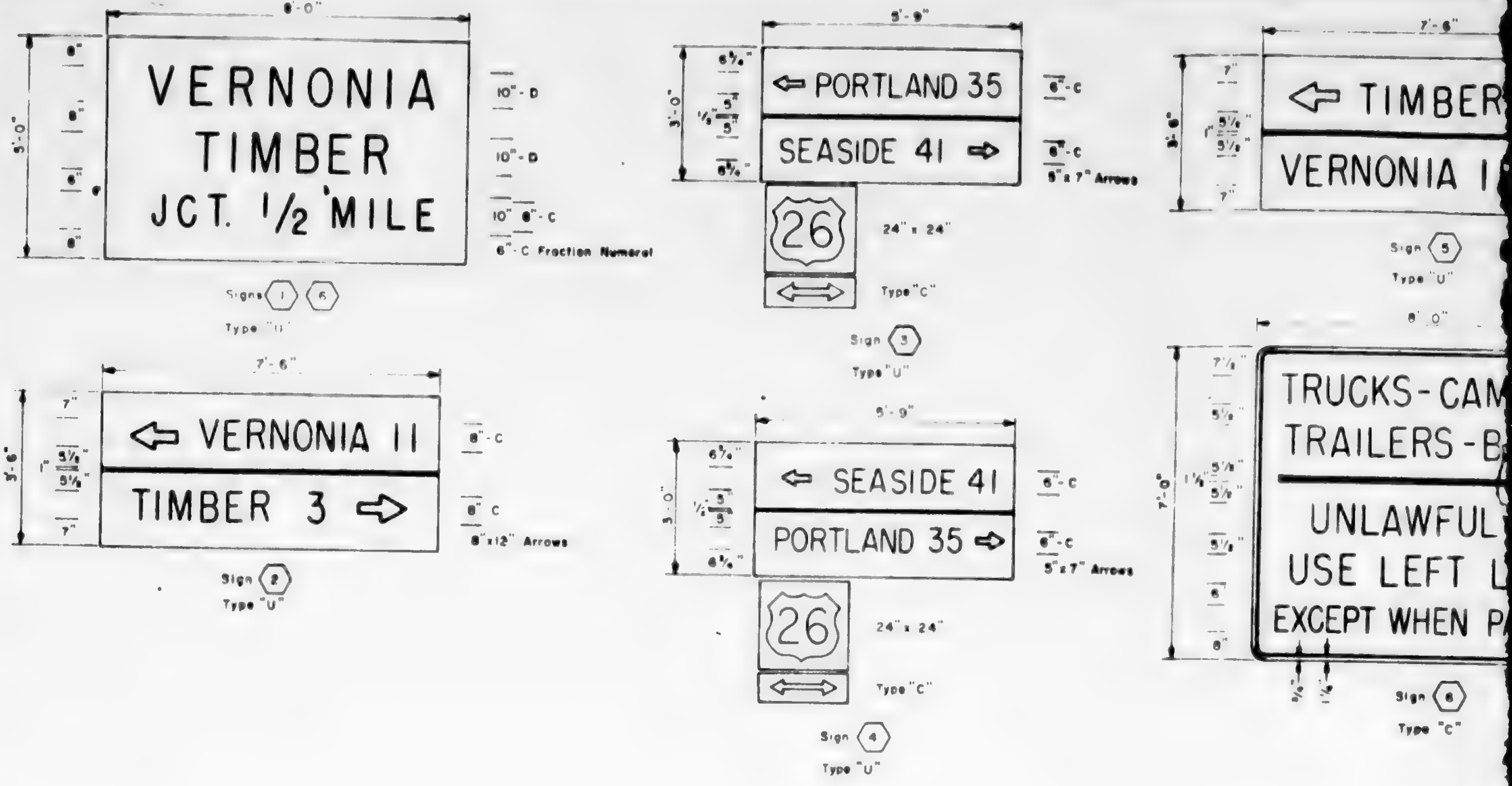


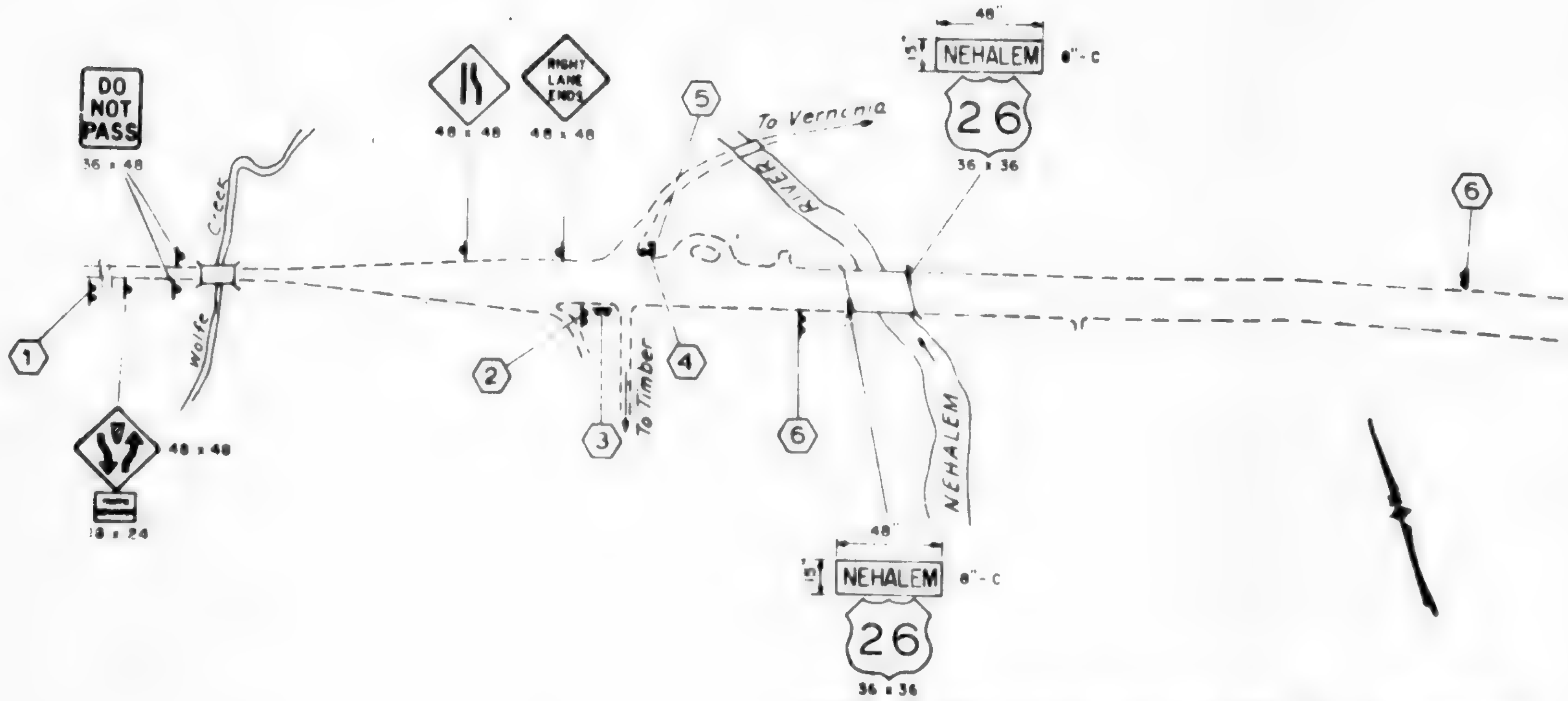
Sign 6
Type "C"



The Engineer

Accompanied By Drgs. S-1, S-4, S-5, S-6, S-7, S-9 & S-10





Signs To Be Located As Directed By The Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 16, 1975

FILE:

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention: Bill Sample
Final Design Supervisor

SUBJECT: Sign Plan Revision
Timber Jct. Section
Washington County
Contract 8136

As you requested, we have reviewed the permanent sign plans for the above named section and agree with the plans. I would, however, like to make several suggestions:

1. Remove the "SLOWER TRAFFIC KEEP RIGHT" which is no longer required on 4-lane highways. If you feel it is necessary to inform the driver of the lane restriction use, the attached sign marked Exhibit "A" should be used.
2. Reverse the legend on signs 2 and 4 so that the left hand destination is located at the top of the sign.

Thank you for giving us the opportunity to review these sign plans.

L. E. George
Traffic Engineer

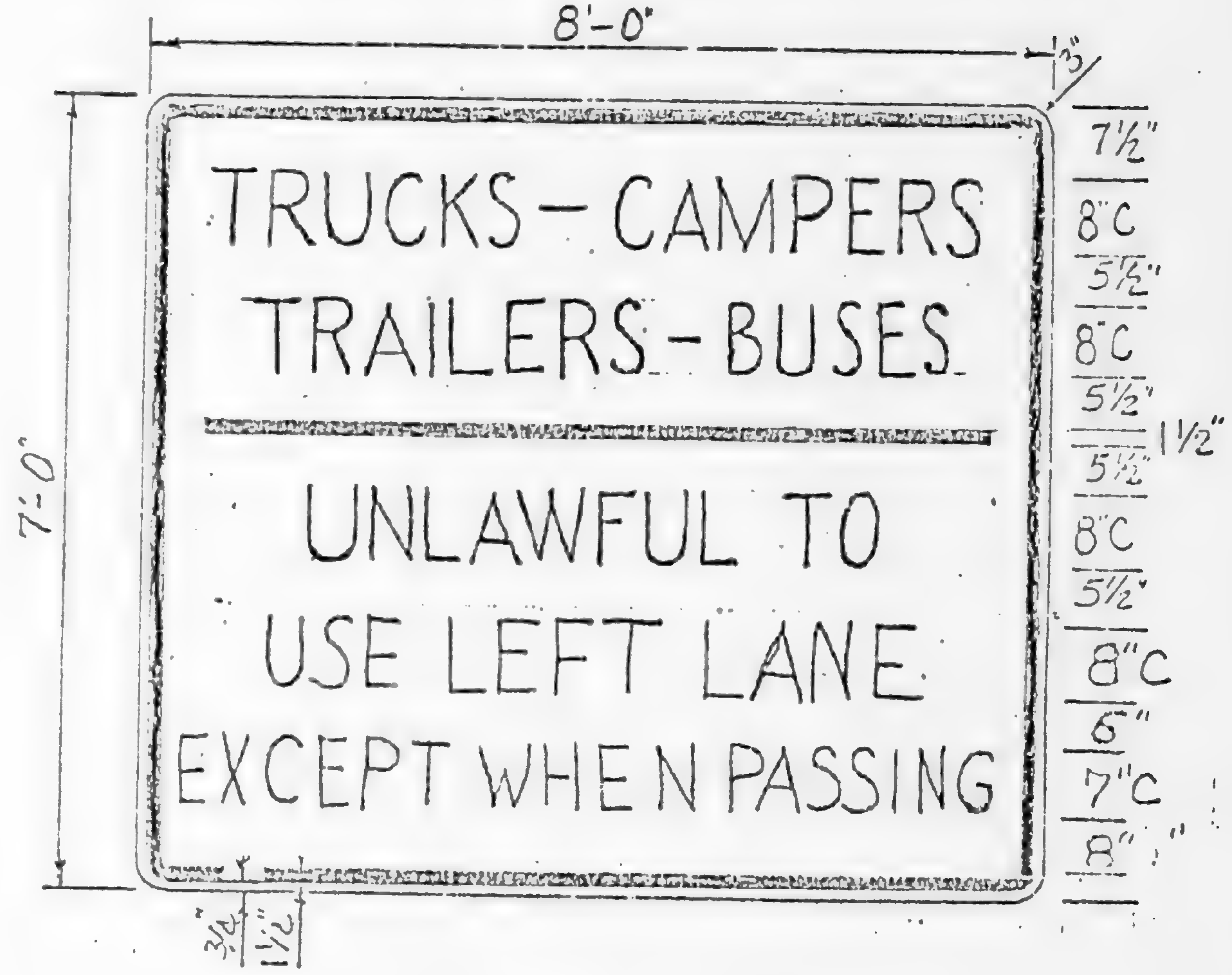
ELS:rj
Attachment
cc: E. L. Hardt

REFERRED TO
Beard
Reed
Cole
[✓ Sample]
Erikson
Watson
Hager
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

V
7

EXHIBIT A

FOR USE ON FOUR LANE HIGHWAYS



COLORS

LEGEND – BLACK (NON-REFL)
BACKGROUND – WHITE (REFL)

OREGON STATE HIGHWAY DIVISION

SUBJECT: Permanent Signing Timber Jct. Sect. 8136

DATE:

TO:

FROM:

(SIGNATURE)

PLEASE REPLY HERE

REFERRED TO
[✓ Beard] Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss [✓ Do] File Copy Due
BY FINAL DESIGN ENGINEER

(SIGNATURE)

(DATE)

SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 3, 1975

United State National Bank
PO Box 4412
Portland, OR 97208

Re: Cascade Construction Co.
Contracts 8127 and 8136

We have received your Safekeeping Receipt 204591, covering Certificate of Deposit 199005 in the amount of $140,000, to be used in lieu of retainage on our contracts 8127 and 8136 with Cascade Construction Co. Inc. as follows:

Contract 8127	$109,000
Contract 8136	31,000

These funds should not be released to the contractor except upon written notice from the Highway Division.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Cascade Const Co.
[illegible] [illegible]
[illegible] [illegible]

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

August 29, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #204591 in amount of $140,000.00 on which is indicated the assignment to the Oregon State Highway Division.

The $109,000.00 C/D represents contract #8127 for Cascade Construction Company. The $31,000.00 C/D represents contract #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Co., Inc.

RECEIVED
SEP 3 1975
Contract Acctg.

RECEIVED
SEP 2 [illegible]
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 20[illegible]591

DATE August 28, 1975

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't [illegible]7-[illegible]
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
Cascade Construction Co., Inc.
P.O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$140,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 8/28/75 Due 11/26/75 Interest at Maturity Ctf. # 4 199005 @ $140,000.00; n/o Cascade Construction Company, Inc.	6.75% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-0400 4/70 ENV. 31-320 HEAD OFFICE PORTLAND

1859

STATE OF OREGON
HIGHWAY DIVISION

INTERC CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 3, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co.
Contract 8136

TCD No. 4 190452, in the amount of $10,000.00, has been deposited in lieu of retainage on contract 8136. (USNB Safekeeping Receipt 204095).

This replaces TCD No. 4 188159, which has matured. (USNB Safekeeping Receipt 203644). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

COPY

RECEIPT NO. 204095

DATE 7/1/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
Cascade Construction Co. Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Dom Exch.

$30,000.00

USNB of Oregon Nonnegotiable Time C/D 5.50%

Dated 7/1/75 Due 9/29/75

Interest At Maturity

CUSIP

Cert # 4 190452 @ 10M, 4 190451 @ 20M; N/O Cascade Construction Co., Inc.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412, PORTLAND, OREGON 97208

July 1, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen:

Enclosed find a photo copy of our Safekeeping Receipt #204091 and #204095 on which is indicated the assignment to the Oregon State Highway Division.

The $125,000.00 C/D represents contract #8064 and #8084 for Cascade Construction Company. The $30,000.00 C/D represents contract #8127 and #8136 for Cascade Construction Company.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Cascade Construction Company

CON

STATE OF OREGO
HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head ✓ R. Church
J. Bond C. Barrett

DATE: May 16, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Cascade Construction Co., Inc.
Contract 8136

TCD No. 203644, in the amount of $10,000.00, has been deposited in lieu of retainage on contract 8136. (Safekeeping Receipt 1564).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1564

Received for Account of Cascade Construction Company, Inc.

Address P.O. Box 4267
Portland, Oregon 97208

Date May 13, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. National Bank of Oregon, Portland Safekeeping Receipt							
covering TCD #4 188159 dated 5/8/75 due 7/3/75	# 203644	part	30,000				$ 10,000.00
							$ 10,000.00

Purpose of Deposit In lieu of retainage on STATE HIGHWAY Contract No. 8136

Authority ORS 279.575

Countersigned by

[illegible]

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 13, 1975

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Attention Jon E. Morris

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipts No. 1563, dated May 13, 1975, in the amount of $20,000.00 crediting State Highway contract No. 8127 and Receipt No. 1564, dated May 13, 1975, in the amount of $10,000.00 crediting State Highway contract No. 8136.

The above covers U.S. National Bank of Oregon, Portland, Safekeeping Receipt No. 203644 for TCD #4 188159, dated 5/8/75, due 7/1/75.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division, Attn: Dick Hacek

COPY

47

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 6, 1975

FILE:
Bridge 2364A

FROM: Jack L. Davis
Foundation Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:
Plans, Existing Structure
Nehalem River Bridge Widening
Bridge 2364A
Timber Junction Section
Sunset Highway
Washington County

Enclosed, for your use, is a copy of the Plan and Elevation Sheet for the existing bridge, Bridge 2364.

Data included:

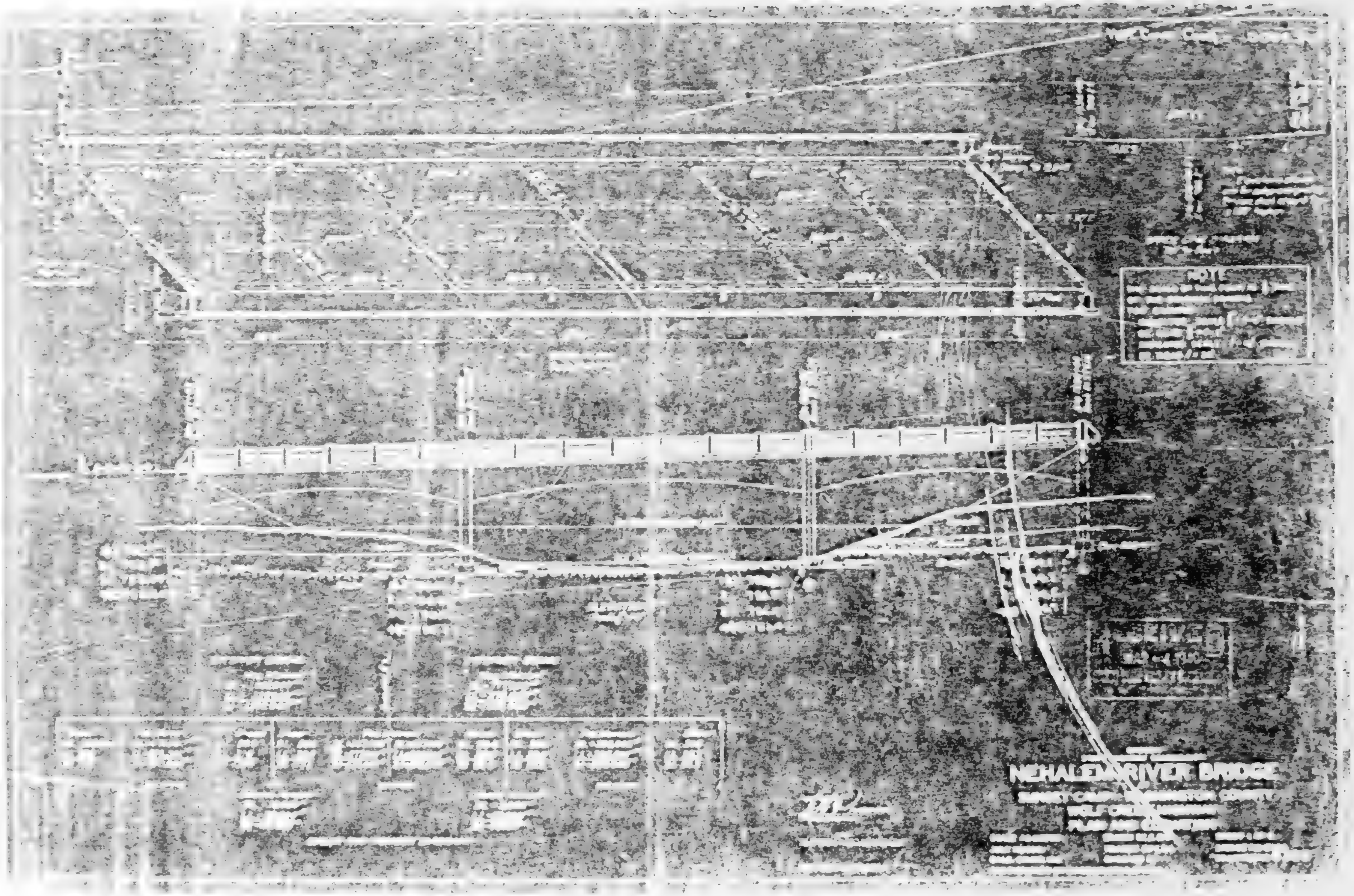
Plan and Elevation Sheet, drawing 6783

This project is scheduled to be let on March 13, 1975.

JRM:dh
Enclosures

cc Edward L. Hardt /w/ encl.
Willard Scofield /w/ encl.

T



NEHALEM RIVER BRIDGE

47

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 27, 1975

FILE:

Br. 2364A

FROM: Jack L. Davis Jack Davis
Foundation Engineer

TO:
Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:

Foundation Data
Nehalem River Bridge
Timber Junction Section
Sunset Highway
Washington County

No new test holes for foundation exploration were drilled at the site of Nehalem River Bridge, No. 2364A. The foundation recommendations for this construction were based on records of the existing structure.

Records of the existing structure are on file in the Bridge Engineer's office and may be reviewed there.

This project is scheduled to be let March 13, 1975.

JLD:dh

cc E. L. Hardt
Willard Scofield

U. S. DEPARTMENT OF TRANSPORT | FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
RF-186(28)

STATE PROJECT NO.
TIMBER JUNCTION SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

MAR 3 '75
REFER TO
[illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act ✓ | [illegible]

DATE PS&E APPROVED FEBRUARY 19, 1975	DATE AUTHORIZATION EFFECTIVE FEBRUARY 19, 1975	FEDERAL ROUTE NUMBER PRIMARY ROUTE 27	STATE ROUTE NUMBER SUNSET HIGHWAY ROUTE #47

GENERAL LOCATION:
35 MILES WEST OF PORTLAND, OREGON ON US #26

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000 AND ON THE JOB TRAINING IN THE AMOUNT OF $1,600.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$5,000
ON THE JOB TRAINING	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 14, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-3-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
2-27-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 REV. [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORT. FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: RF-186(28)

STATE PROJECT NO.: TIMBER JUNCTION SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-30

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Att | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: JANUARY 22, 1975

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 27

STATE ROUTE NUMBER: SUNSET HIGHWAY - PRIMARY ROUTE 47

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR BONNEVILLE POWER ADMINISTRATION'S FACILITIES EFFECTIVE JANUARY 22, 1975. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $800.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT INCLUDING PREPARATORY WORK.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE ALSO HEREBY AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION CONSISTING OF YOUR DECEMBER 23, 1974 UTILITIES & RAILROAD ENGINEER'S LETTER, THE DECEMBER 24, 1974 BONNEVILLE POWER ADMINISTRATION'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S JANUARY 15, 1975 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE: 1-22-75

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 1-82 AND 1-83

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-20-75
BY (Signature): L. W. RULIEN'S JANUARY 7, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ________ THRU ________

STAGE 2
ITEM NOS. 29 THRU 30

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
29	RF-181(24)	1.9	1,400,000	1,094,600	ROCK CREEK SECTION CLATSOP COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT.
30	RF-186(28)	1.6	1,010,000	789,700	TIMBER JUNCTION SECTION WASHINGTON COUNTY STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ONE STRUCTURE.

RECEIVED
STATE HWY ENG.
JAN 21 '75
REFER TO
FOR

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

1-22-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-20-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8 71)

GPO 915-690

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RF-186(27)

STATE PROJECT NO. TIMBER JUNCTION SECTION

COUNTY NAME WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. RF-25

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG
JAN 21 '75
REFER TO
FOR
Info | Inves | R/D | O R | Sign

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JANUARY 17, 1975	PRIMARY ROUTE 27
		STATE ROUTE NUMBER PRIMARY ROUTE 47

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

ACQUISITION OF ACCESS CONTROL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (*Specify*)

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S JANUARY 2, 1975 LETTER YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ACCESS CONTROL FILES 19436, 19439, 19448, 19450 AND 18726 FOR THE SUBJECT PROJECT PROVIDED COST IS NOT SUBSTANTIALLY IN EXCESS OF THE $4,000 ESTIMATE. IN THE EVENT AN ENTIRE PROPERTY IS PURCHASED, FEDERAL PARTICIPATION WILL BE LIMITED TO THE COST OF THE ACCESS CONTROL.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-75		for DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

January 7, 197[illegible]

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting program data for the following Rural Primary projects which we desire to have included in the Federal-aid Rural Primary Highway Program:

Item No. 29 Project No. RF-181(24), Rock Creek Section
Item No. 30 Project No. RF-186(25), Timber Junction Section

It is our intention to receive bids for these projects on February 27, 1975.

Enclosure

CL:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-9-75

Budget Bureau No. 41-R2067; Approva

U.S. DEPAR
BURE

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER: 1 (19) (20)
PROJECT LOCATION (45 typewriter spaces): US 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi 21 65
ADT — PRESENT: 3,100 (66)
FUTURE: 5,900 (70) — YEAR: 95 (71) (72)
REGION: 10
STATE NAME: Oregon
STAT CO (2)

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr, Dr, High-Type Pave 1 Bridge 28 62
NATL. FOREST (63) (65)
FH ROUTE NO. (66) (68)
SUPV AGCY (69)
DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER — PREFIX LETTER(S): RF- 14 23 — NUMBER: 186 7 — SEQ. N (28)

CARD 1
CLASS OF FEDERAL FUNDS: Rural Primary
NAME OF URBAN AREA 17-31
COUNTY NAME: Washington — CODE: 067 (14) (16)
ROUTE NO. P — FEDERAL-AID: 27 (32) — STATE: 47 (36) (37) — U.S.: 26 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi.					
5					**ROW**							
5					**CONST** (CODE) 6203 X081		(Timber Junction Section)	1.6	1,010,000	789,700	220,300	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.6	1,010,000	789,700	220,300	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Gr. L
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USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

NO.

1-9-75

PROJECT LOCATION (45 typewriter spaces) (20) 21 … 65 US 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi	ADT	PRESENT 3,100	FUTURE (66) (70) 5,900	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41	APPN CODE (4) (9) 073	ITEM NO. (14) (18) 30

PROPOSED WORK (35 typewriter … 62 igh-Type Pave 1 Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (78)	PROJECT NUMBER — PREFIX LETTER(S) 14 … 28 RF-	NUMBER 7 … 13 186	SEQ. NO. (24) (28) (28)	I. Projects Only — POST MI. DESIG. 27	

AL FUNDS Rural Primary	COUNTY NAME Washington	CODE (14) (16) 067		PROGRAM STAGE ☐ 1 OR ☒ 2
AREA	ROUTE NO. P	FEDERAL-AID (32) 27	STATE (36) 47	U.S. (37) (41) 26

ESTIMATED PROJECT COST BY PHASES

CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		US 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi.						Gr. Dr., 4-12' lanes HT pave with 4' shoulders and variable 2'-16' median. Widen existing bridge to HC 62' and L 182'.
	ROW								
	CONST (CODE) 6203 X081		(Timber Junction Section)	1.6	1,010,000	789,700	220,300		Utility adjustments required including prep. work. ROW - 150' min. Access Control-partial. Parking restrictions-complete.
PARED BY			PROJECT TOTALS	1.6	1,010,000 (16) (23)	789,700 (24) (33)	220,300		

OGRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

TIMBER JUNCTION SECTION

PROJECT NO. RF-186(28)

Existing Facility:

Roadway - - - - - 2-12' travel lanes A.C. surface with 8' shoulders.
Structure - - - - Nehalem River Bridge 182' RCDG, HC 26', H-15 loading.

Adjacent Sections: Roadway same as existing.

Project Data: The work consists of grade, drain and high-type pave four 12-foot lanes with 4-foot paved shoulders and a 2-foot median with a 16-foot median for left turn movements at Timber Road Junction. Widen Nehalem River Bridge to a horizontal clearance of 62 feet using prestressed concrete beams and a poured-in-place concrete deck.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Negative Declaration concurred in by FHWA on May 13, 1974.

IM 50-1-70 Requirements: State and District 2 Clearinghouse letters of approval dated March 1, 1974 and April 22, 1974 respectively.

Public Hearings: Corridor/Design held July 2, 1974. Certification required by Section 128 "Public Hearings", of Title 23 USC was made under our letter of August 30, 1974.

Note: (1) On-the-Job trainees, as set forth in FHWA ord
7-2(2) on this project will be determined at
and the number stipulated in the PS & E docume

(2) This project is in Congressional District No.

Data for PR-37:

Roadway Type Code 6203 - - - -	Est. Cost $770,000
Structure Type Code X081 - - -	Est. Cost 240,000

Utilities: Bonneville Power - - - - $1,000

TIMBER JUNCTION SECTION

PROJECT NO. RF-186(28)

ity:

- - - - 2-12' travel lanes A.C. surface with 8' shoulders.
e - - - - Nehalem River Bridge 182' RCDG, HC 26', H-15 loading.

ions: Roadway same as existing.

The work consists of grade, drain and high-type pave four with 4-foot paved shoulders and a 2-foot median with a n for left turn movements at Timber Road Junction. Widen Bridge to a horizontal clearance of 62 feet using prestressed s and a poured-in-place concrete deck.

, Airports, Railroads, Water Developments, Historical and Areas: None involved.

uirements: Negative Declaration concurred in by FHWA on

equirements: State and District 2 Clearinghouse letters of ed March 1, 1974 and April 22, 1974 respectively.

ngs: Corridor/Design held July 2, 1974. Certification Section 128 "Public Hearings", of Title 23 USC was made tter of August 30, 1974.

Note: (1) On-the-Job trainees, as set forth in FHWA order interim 7-2(2) on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Data for PR-37:

Roadway Type Code 6203 - - - - Est. Cost $770,000
Structure Type Code X081 - - - Est. Cost 240,000

Utilities: Bonneville Power - - - - $1,000

47

United States Department of the Interior
BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

In reply refer to: EL-12
Forest Grove-Timber T/L
Tract Nos. FG-T-85, -85A

[illegible]

Your reference:
F. U. Guy Wires Conflict
Station 1545
[illegible]st Timber Junction Sec.
Sunset Highway - M. P. 39.1
Washington County
Prefix: 34-1452

Mr. Ted Inloes
Regional Utilities Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Inloes:

The plans and plotted cross section for the above project have been reviewed, and it will be necessary to remove the guys on Structure 11/8 on the south side of the highway to accommodate the highway modification. Three copies of our cost estimate No. TT-1141-Y, estimating cost of said work at $800, are enclosed.

The work can be handled as a reimbursable item, and your authorization to go ahead with the work and stating that the Highway Department will reimburse the Administration for actual cost is needed before we can schedule the work.

When we issue the crossing instrument, we will reserve the right for this structure to remain as presently located.

It will also be necessary that the approach from the south side of the highway onto BPA right-of-way be re-established in order that we will continue to have access for construction and maintenance purposes.

For your convenience, we have provided space below for your approval if above conditions are satisfactory.

Sincerely yours,

/s/ [illegible]

Margaret [illegible]. Keeler
Realty Specialist
Branch of Land

REFERRED TO
____ Beard ____ ____ Reed ____
____ [✓ Cole] ____ ____ Sample ____
____ Eriksen ____ ____ Watson ____
____ Hager ____ ____ Wolte ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Enclosure
Est. No. TT-1141-Y (3)

✓

T

APPROVED:

By ______________________

Title ______________________

cc: Mr. Jack Cartwright, Oregon State Highway Division, Salem, Oregon 97310

47

Salem, Oregon
December 6, 1974

Frank E. Terpin F.E.T.
Final Design Engineer

Don Adams
Region I Construction Engineer

Timber Junction Section
Sunset Highway
Washington County

This letter is to document our phone conversation on December 5, 1974 regarding the disposition of the excess material on the subject project.

All excess material on the subject project can be disposed of at the "State Furnished Disposal Area" right of Station 1534+00 if the contractor so elects. The proposed location westerly of the beginning of the project (Station 1505 to 1510) will not be offered as a state furnished disposal area.

WEC:we
cc: Willard Scofield
W. E. Cole
C. G. Swenson

RECEIVED
ROAD
DESIGN
SECTION

Wash Co.
Hwy 47 4/OE
20 FAS #612

FORM 81-7 14 3000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 26, 1974

FILE: ROW 10

FROM: D. R. ADAMS
Regional Construction Engineer

TO: P. B. ARENSMEIER
Abandonment Engineer
County-City Unit

SUBJECT: State Property
Timber Highway/Washington County Road
& Timber Junction on Sunset Highway

We have reviewed the right-of-way shown on the Treharne-Sunset Camp Section of the Upper Nehalem Road, FAS 612, in Washington and Columbia Counties. We can see no future needs for these rights-of-way and suggest they be sold.

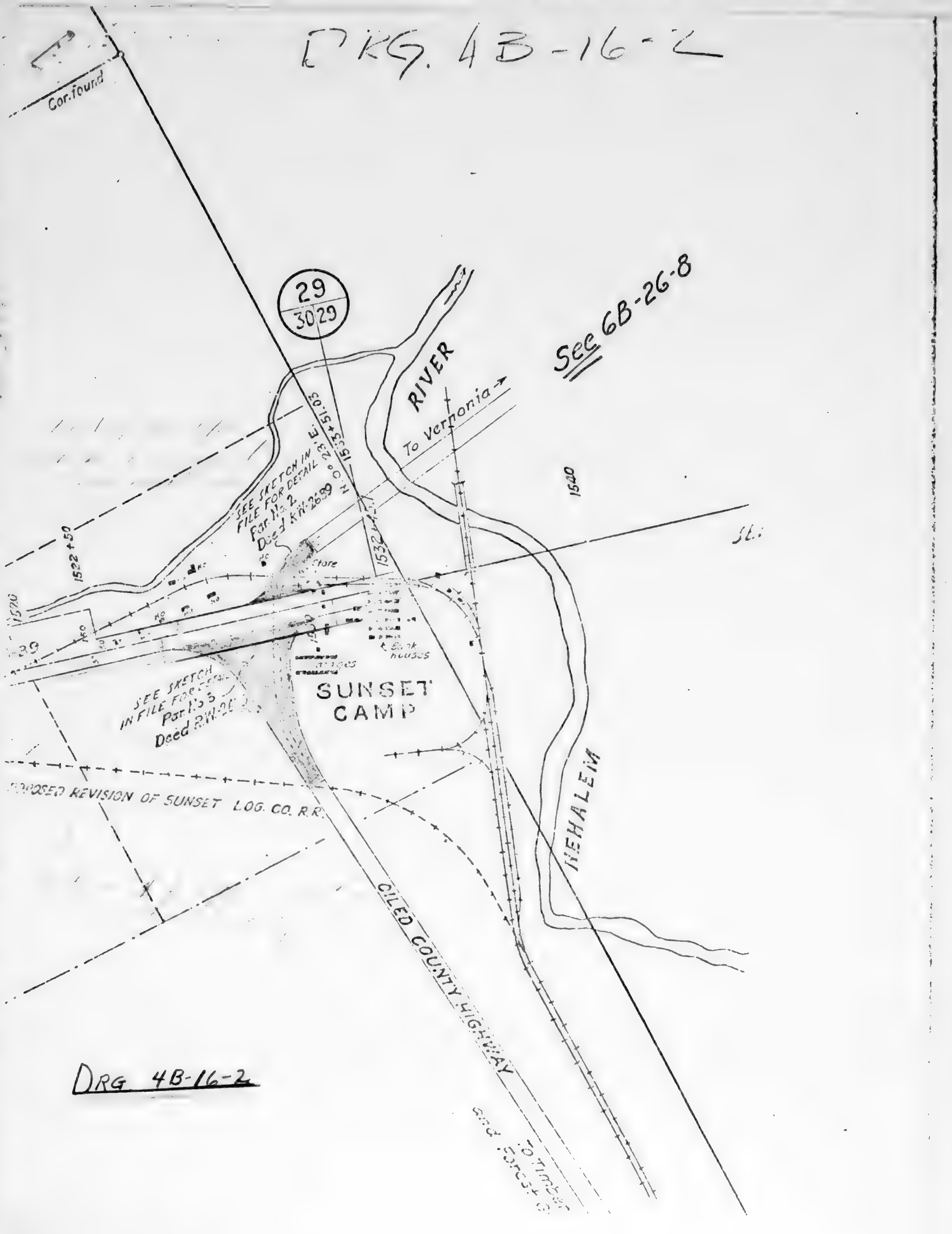
The attached drawing of the Timber Junction Intersection indicates the new right-of-way line on the south side of the Sunset Highway which is being established for the construction of the Timber Junction Section now on the schedule. This will, in effect, widen the right-of-way from 50 feet to 100 feet south of center line. The 50 foot right-of-way north of centerline will remain. All the State Highway outside the right-of-way lines shown in red on the drawing should be relinquisted to the county.

RECEIVED
COUNTY & CITY SECTION
NOV 27 1974
☐ ENGR. ☑ COOR. ☑ UE ☑ AE ☐ UL
☒ UPE ☐ CE ☐ RE ☒ RPF ☐

DRA/b
att
cc: Ken Rolfe w/att

cc: Floyd Scott -
These are recommendations for disposal of deeded property on Dwg. 6B-26 & [illegible] as requested by [illegible].
The attached sketch also indicates their recommendations @ Sunset Camp.
P.B. ARENSMEIER

DRG. 4B-16-2



DRG 4B-16-2

SALEM, OREGON
November 20, 1974

TO: Mr. Ed Hardt
Region I Engineer
Milwaukie

RE: State Property Along County Road

FROM: P. B. Arensmeier
Abandonment Engineer
County-City Unit

The right-of-way description unit has inquired about several segments of deeded right-of-way in the Treharne-Sunset Camp section of the Upper Nehalem Road, FAS 612, in Washington and Columbia Counties.

These right-of-way segments are shown in red on the attached portions of map drawing 6B-26-8, acquired in 1948 by the State. It was the policy of the State about that time to obtain right-of-way for county roads on the FAS system. These were probably acquired under that program.

Please advise if these may be sold to the respective counties if they are interested, or if they should be retained by the State. Also indicate on the portion of drawing 4B-16-12, attached, the limits for disposal of right-of-way on either side of the Sunset Highway at Sunset Camp, shown in green.

PBA:scr

Attachment

cc: Floyd Scott

97

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 19, 1974

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: FRANK TERPIN
Final Design Engineer

SUBJECT: Timber Junction Waste Area
Timber Section
Sunset Highway
Prefix 34-1452

This is an addendum to my letter of November 6, 1974, on the above subject.

The waste area on the Leland property in the southeasterly quadrant of the Timber Junction Intersection, will be optioned by the Right of Way Section. This site will be available for use by the contractor and if he so elects we will excercise the aforesaid option.

This waste area then will not be set up as mandatory as indicated in my November 6 letter.

You advised that waste areas on private property cannot be held as prospective sites and identified in the special provisions. I see a problem in this in not being able to advise the prospective bidders of the availability of the Leland site and wonder if there isn't some way that we can't appraise them to seek the Resident Engineers advice on prospective waste areas.

Please keep me advised.

DRA/b
cc: Ken Rolfe
Willard Scofield

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 6, 1974

FILE: LOC 17

FROM: D. R. ADAMS
Regional Construction Engineer

TO: FRANK TERPIN
Final Design Engineer

SUBJECT: Timber Junction Waste Area
Timber Section
Sunset Highway
Prefix 34-1452

Attached herewith is a transmittal letter from Willard Scofield with sketch map, cross-sections and an Administrative Action letter from Washington County. All of these documents cover a proposed waste area which is required for disposal of 8,000 cubic yards of excess material on the subject project.

I am recommending that this area be set up in the contract so that negotiation for the use of this land can be covered in the right of way negotiation. Use of this site seems very likely since it is so advantageously located. For that reason I feel that the use of the site could be mandatory, especially if we are negotiating for the use of the land.

REFERRED TO
Beard Reed
[✓ Cole] Sample
Erikson Watson
Hager Waite
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

DRA/b
att
cc: H. Brindley
W. Scofield

FORM 2-30A

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Aloha, Oregon

SO

RECEIVED

OCT 31 1974

REGION 1

TE

UE

SO

ENV

DATE Oct. 29, 1974

TO Mr. Don Adams
Regional Construction Engineer

FROM W. J. Scofield
Resident Engineer

SUBJECT Timber Junction Waste Area
Timber Junction Section
Sunset Highway
Prefix: 34-1452

Herewith sketch, map, and platted sections pertaining to a prospective waste area in the southeast quadrant of the Timber Road- Sunset Highway intersection. The waste area is needed for disposal of some 8000 C. Y. of surplus excavation forecast for the pending Timber Junction Section.

I am recommending a Permit of Entry on a larger area than needed for the waste disposal. The area cross sectioned would be more than ample, but the owner, J. O. Leland, might want other "holes" filled.

This area is ideal since it is downgrade from the excavation source and has a very short distance scraper haul. No clearing is needed. The area cross-sectioned, if filled, would extend the level usable area of the old Sunset Camp operation.

The plans and specifications should include (1) the waste area to be topped with the better excavation material. (2) Fill slopes of 4/1 or better. (3) Surface sloped to drain. (4) Seed and mulch. (5) Nostumps or clearing debris buried in the shallow waste area (random fill on the highway widening will suffice to bury stumps.)

Hank Brindley has contacted the owner and his representative and has informed me that they are receptive to the waste area proposition.

I have also informed Bill Cole, Design Division, of this waste area. They are holding off inking the lines until the matter is further resolved.

I am also attaching a statement from Rex McDaniel, Wash County Zoning Director to the effect that no county permit is required.

White copy: applicant
Pink copy: file

Form 7/1/74

Washington County
Planning Department

ADMINISTRATIVE ACTION

NAME Willard Scofield DATE RECORDED 10-23-74 TIME 2:40 p

COUNTER ☑ PHONE ☐ LETTER ☐ OTHER

ADDRESS OR
LEGAL REF. 3N5 - 9 + 10

NATURE OF
CONTACT ZONING ☑ BUILDING ☐ PLANNING ☐

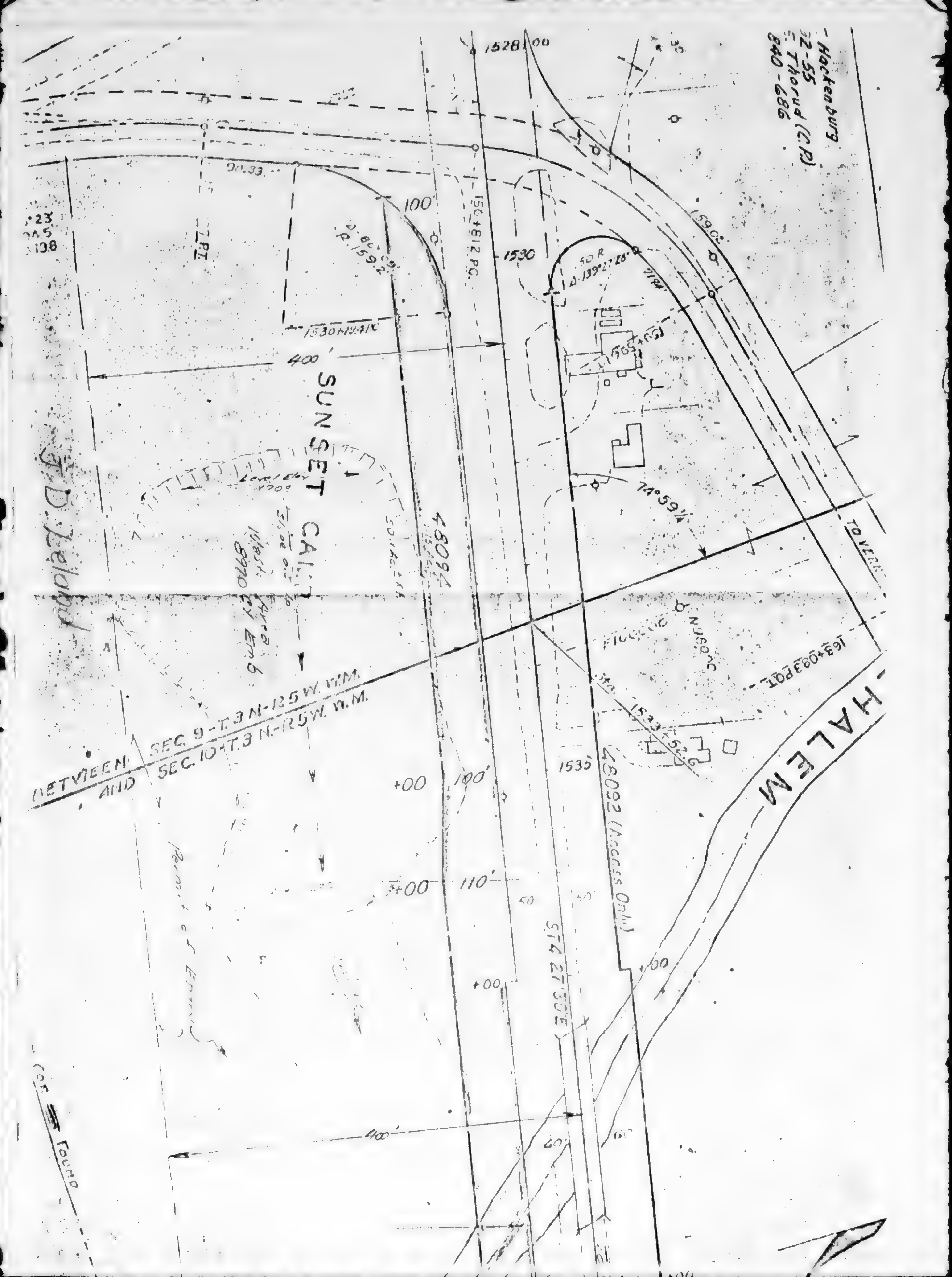
REGULATION OR
RULE REFER. filling low area adjacent to Sunset Hwy
at Timber Jct.

ACTION
No problem - not in designated Flood Plain or Flood
Hazard Area as of this date.

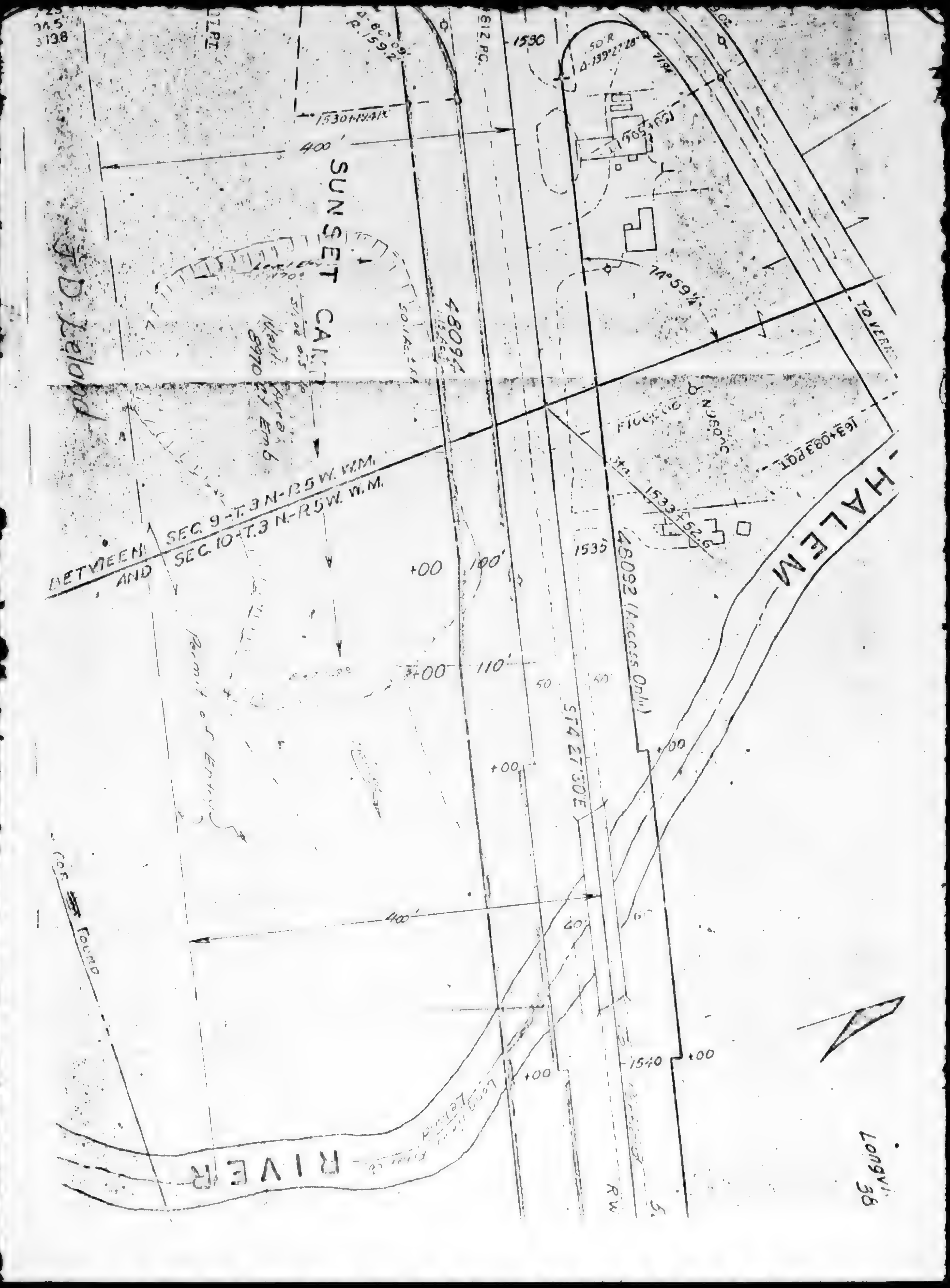
STAFF
MEMBER Rex McDaniel
received by

determination by

10-23-74
date



Hockenburg
32-55
Thorud (C.P.)
840-686
1528+00
100'
156+81.2 P.C.
1530
159.02
50' R
Δ 139°27'28"
1530 HWAY
400'
SUNSET CAL
T.P.I.
Level Elev 1700
48094
74°59½'
TO VERN
J. D. Reldon
163+08.3 POT
BETWEEN SEC. 9-T.3 N-R.5 W. W.M.
AND SEC. 10-T.3 N-R.5 W. W.M.
1533+52.6
1535
48092 (Access Only)
HALEM
+00
100'
110'
50
ST4 27'30"E
400'
60'
60
COR. FOUND



SUNSET CAMP
J. D. Leland
BETWEEN SEC. 9-T.3 N-R5W. W.M.
AND SEC. 10-T.3 N-R5W. W.M.
48094
48092 (Access Only)
S14°27'30"E
HALEM
RIVER
400'
400'
100'
110'
1530
1535
1540
+00
1530+19 AK
50'R
Δ 139°27'28"
74°59½'
Sta. 1533+52.6
163+083 POT
TO VERN
1812 P.C.
P. 1592
Permit of Entry
Cor. Found
50
50
60
60
R.W.
Longvi. 36

TRANSACTION NUMBER: 11-49

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-5-74

BY (Signature): L.W.RULIEN'S OCTOBER 28, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 25 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
25	RF-186(27)	1.57	25,000	19,547	TIMBER JUNCTION SECTION SUNSET HIGHWAY WASHINGTON COUNTY STATE OF OREGON	RIGHT OF WAY ACQUISITION, ALL PHASES, INCLUDING INCIDENTAL COSTS.

RECEIVED
STATE HWY ENGR
NOV 13 '74
REFER TO
FOR

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL COSTS.

11-13-74
ORIGINAL TO
L.W. Rulien

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE: 11-5-74

SIGNATURE AND TITLE

G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-46
5-71)

GPO 915-690

October 28, 1974

TO

G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT

Program Data Submission
Project No. RF-136(27)

We are submitting program data for one Rural Primary (right-of-way) project, Item No. 25, Project No. RF-136(27). Timber Junction Section which we desire to have included in the Federal-Aid Rural Primary Highway Program.

We further request concurrent with your approval of the program authorization to proceed with all phases of right-of way acquisition including incidental costs. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map 58-9-1.

Assurances regarding comparable replacement housing is not required on the project since no relocation or displacement will be involved.

We are enclosing copies of State and District 2 Clearinghouse approvals for the project.

JG WM

Budget Bureau No. 41-R2067; Approv

U.S. DEPA

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 10-28-74

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) U.S. 26, 2.3 mi. S.E., Col. Co. Line S.E. 1.57 mi. 21 65	ADT	PRESENT 3,100	FUTURE 5,900 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Purchase 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 186	SE

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Washington				CODE 067 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 27 (32)	STATE 47 (36)	U.S. (37) 26 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		U.S. 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi.					
5					ROW		(Timber Junction Section)	1.57	25,000	19,547	5,453	
5					CONST (CODE)							

ESTIMATED PROJECT COST BY PHASES

CARD 1 1	CODE 1 14	PREPARED BY	PROJECT TOTALS	1.57	25,000 (16) (23)	19,547 (24) (33)	5,453

PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-28-74

PROJECT LOCATION (45 typewriter spaces) U.S. 26, 2.3 mi. S.E., Col. Co. Line S.E. 1.57 mi.	ADT	PRESENT 3,100	FUTURE 5,900	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073
							ITEM NO. 25	

SED WORK (35 typewriter Purchase	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR *	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI DES.G.
RF-	186	(27)	I. Projects Only

NDS: Rural Primary

COUNTY NAME: Washington — CODE: 067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	27	47	26

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		U.S. 26, 2.3 mi. S.E. Col. Co. Line S.E. 1.57 mi.						Right-of-way acquisition, all phases incl. incid. costs.
ROW		(Timber Junction Section)	1.57	25,000	19,547	5,453		(Future 4-12' lanes H.T. Pave. 16' median + 4' shldrs. Widen existing bridge)
CONST (CODE)								ROW - 150' min. access control - Partial Parking Restrictions - Complete.
PROJECT TOTALS			1.57	25,000	19,547	5,453		

ED BY

REMARKS

M APPROVAL DATES

-over-

USCOMM DUSCOMM-DC 48908-P61

TIMBER JUNCTION SECTION

PROJECT NO. RF-186(27)

Existing Facility:

Roadway: 2-12' lanes A.C. Pavement with 8' shoulders.
Structure: 182' RCDG bridge HC 26' H-15

Adjacent Sections:

N.W. End: 2-12' lanes A.C. Pavement with 8' shoulders.
S.E. End: 2-12' lanes A.C. Pavement with 8' shoulders.

Project Data: The work under this project consists of all phases of right-of-way acquisition including incidental costs as required for the future construction necessary to widen the existing facility to provide for 4-12 foot lanes of high type pavement, 4-foot shoulders, 16-foot median for left turn movements and widening of the existing Nehalem River Bridge.

Public Hearing: Corridor/Design public was held July 2, 1974, The certification as required by Section 128, "Public Hearings" of Title 23 was submitted as a separate letter dated August 30, 1974.

Design Approval: Location/Design approved by FHWA memo of September 17, 1974.

A-95 Review: State and District 2 Clearinghouse letters of approval dated March 1, 1974 and April 22, 1974 respectively.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1: Negative declaration approved by FHWA on May 13

Relocation Assistance: None involved.

Note: This project is in Congressional District No. 1.

TIMBER JUNCTION SECTION

PROJECT NO. RF-186(27)

2-12' lanes A.C. Pavement with 8' shoulders.
182' RCDG bridge HC 26' H-15

2-12' lanes A.C. Pavement with 8' shoulders.
2-12' lanes A.C. Pavement with 8' shoulders.

work under this project consists of all phases of isition including incidental costs as required for uction necessary to widen the existing facility 12 foot lanes of high type pavement, 4-foot shoulders, or left turn movements and widening of the existing idge.

Corridor/Design public was held July 2, 1974, The s required by Section 128, "Public Hearings" of bmitted as a separate letter dated August 30, 1974.

1: Location/Design approved by FHWA memo of 1974.

State and District 2 Clearinghouse letters of d March 1, 1974 and April 22, 1974 respectively.

, Railroads, Airports, Water Developments, Historical onal Areas: None involved.

PPM 90-1: Negative declaration approved by FHWA on May 13, 1974.

Relocation Assistance: None involved.

Note: This project is in Congressional District No. 1.

4-b

October 3, 1974

Board of County Commissioners
Clatsop County
Courthouse
Astoria, OR 97103

Attention: Don R. Church
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 415," adopted by the Transportation Commission on September 25, 1974, covering the Rock Creek-Nehalem River Section of the Sunset Highway in Clatsop, Columbia, Washington, and Tillamook Counties.

Also attached is a survey approval map.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

Attachment

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 25, 1974

In reply refer to: 1041BR.1

SUBJECT: Oregon Project F-181(-)
Nehalem River Bridge Widening
Br. 2364A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Revised preliminary plans submitted September 17 are approved.

G. L. Green

NOTED
E S HUNTER

[illegible] VED
[illegible] WY ENGR
'74
File

10-3-74
cc Kuhn
Hart
Wolfe
Wenstrug

RECEIVED
OCT 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 17, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration

Dear Mr. Green:

Nehalem R. Br. Widening, Bridge 2364A
Timber Junction Section
Sunset Highway, Washington County

Enclosed are two prints each of drawings 29484 and 29421 which are the revised preliminary plan and elvation and vicinity map for the subject structure.

Since our original submittal of July 2, 1974 and your approval of July 26, 1974, it has been decided that widening this section all on one side is more appropriate than widening both sides as originally proposed.

The hydraulic report, foundation report, and other information in our original submittal are still valid. We propose to widen with Type III prestressed beams and a poured-in-place deck supported by multiple columns on spread footings at the interior bents and pile caps on steel pile at the end bents. The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies, is $300,000.

This is being sent to you as a revised preliminary submittal for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer

JMT:dh
Enclosure
cc E. S. Hunter
L. W. Rulien
V. E. Skoog

Sunset

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Survey and Finance Approval
Rock Creek-Nehalem River Section
Sunset Highway, Clatsop, Columbia
Tillamook and Washington Counties

The survey on this section has been completed. A Corridor/Design Hearing was held July 2, 1974, and the Division has met all federal requirements for clearinghouse and environmental concerns. Location/Design approval was requested September 6, 1974, from the Federal Highway Administration.

This project is 5.28 miles in length and is composed of three separate work areas over a 11.5-mile section of the Sunset Highway. Work on these sections--Rock Creek, Wolf Creek and Timber Junction--will involve constructing four-lane passing sections on existing alignment. The present 32-foot roadway will be expanded to 58 feet, consisting of four 12-foot travel lanes with 4-foot shoulders and a 2-foot median. The total estimated cost of these sections is $4,150,000 (right-of-way $30,000 and construction $4,120,000). A map is attached for your information.

I recommend your approval of this Federal-aid Primary Rural project as listed on Program XIIA and request your authorization for federal financing in order for us to proceed with acquisition of rights-of-way in anticipation of early lettings. This matter will be on the agenda for your consideration at the September 25 meeting.

Attachment

bc: George M. Baldwin w/att.
C. W. Head " (5)
A. E. Johnson "
E. S. Hunter "
L. W. Rulien "
H. S. Cox
J. B. Boyd "
J. H. Versteeg
V. E. Skoog
Gary Sund w/att.
C. O. Fredrickson "
Ed Hardt "
R. E. Whipps

BLG:dc srb

[illegible]

August 20, 1974

Mr. Richard Etherington
Transportation Director
Columbia Region Association
of Governments
6400 S. W. Canyon Court
Portland, OR 97221

Dear Mr. Etherington:

As requested in your letter of August 7, we are submitting a copy of a negative declaration prepared by our Division for the Rock Creek-Nehalem River Section.

You mentioned the CRAG Board of Directors' response to this project's Notification of Intent to apply for Federal Aid (A-95), and the fact that an environmental impact statement was not included in the project description. According to our understanding of the A-95 review procedures as established with the State Clearinghouse, it has not been a practice nor a requirement to file a formal environmental impact statement at the time of A-95 review.

Under our existing procedures, it would be impossible to supply a formal environmental impact statement at the time A-95 review occurs, because engineering and environmental work are not programmed with our Division and therefore cannot be conducted until A-95 review has been completed. However, if the Regional Clearinghouse has an interest in a particular project, the Highway Division would be happy to confer and consult with or, if possible, provide additional project information to the Clearinghouse if requested.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enc.
bc A. E. Johnson
R. L. Schroeder
Gary Potter

GR:ss kp

COLUMBIA REGION ASSOCIATION of GOVERNMENTS

CRAG

6400 S.W. CANYON COURT
PORTLAND, OREGON 97221

(503) 297-3726

REFERRED TO

August 7, 1974

C.W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Thank you for sending me a copy of the hearing transcript for the Rock Creek-Nehalem River Section of the Sunset Highway.

As the new Transportation Director at CRAG, I have been familiarizing myself with previously approved A-95 project applications for the region. Our records show the CRAG Board of Directors approving this particular A-95 on April 19, 1974, without any adverse comments. The A-95 application apparently lacked an environmental impact statement in the project description. The hearing transcript describes an assessment of alternatives, although there is not any mention of a no-build alternative. My staff will need more information to comment on the project and hearing transcript of July 2.

I would appreciate a copy of the environmental impact statement and any other relevant data for this project. Comprehensive review and assessment of impacts resulting from transportation projects will further the effort toward a balanced transportation system for the CRAG region.

Yours Truly,

Richard Etherington
Transportation Director

RE/lm

NOTED
W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 19, 1974

FILE:

FROM: D. R. ADAMS
Regional Construction Engineer

TO: FRANK TERPIN
Final Design Engineer

SUBJECT: MATERIAL SOURCE
Rock Creek - Wolf Creek &
Timber Junction Section
Sunset Highway

This is in response to your letter of August 7, 1974, regarding the subject sections. We have been scratching around for sometime trying to locate good rock sources for these projects with little success. We had hoped that the Quartz Creek Quarry might provide the materials for road construction in conjunction with an effort to develop a more pleasing appearance of this roadside material source. A check through the Lab's Archives determined the Quartz Creek Quarry is not a good source for surface aggregates, as the material degrades at a rather rapid rate.

We are looking for another source in Region II for surfacing aggregates at the west end of the Sunset Highway. There are two known sources; one is Bjorkland Quarry and the other is a private quarry owned by Crown Zellerbach in the vicinity of MP 12. We are hoping to be able to use the Crown Zellerbach source, but have not made all the necessary contacts at this time.

Our recommendations are to specify commercial sources for the Timber Junction Section and the Wolf Creek Section and to use a source out of Region II for the Rock Creek Section. Since the material source for Rock Reek is tentative at this time I recommend it be rescheduled to a later date to allow time to develop the source.

I understand that all three projects are delayed until the December letting, mostly because of the right-of-way difficulties at the Timber Junction Section. I do not see any advantage to delaying the Wolf Creek Project while we wait the resolution of the right-of-way problems on Timber Junction. Due to the dearth of construction projects in this area we will probably have two different Resident Engineers on these projects and rescheduling Wolf Creek to the previously scheduled September letting would help in scheduling work for the Resident Engineer's crews.

By copy of this letter, I am asking Larry Rulien to review the scheduling and make any adjustments possible. I would like to see Timber Junction scheduled for the December 19 letting, Wolf Creek Section scheduled for the October 24 letting and the Rock Creek Section scheduled for the January or February letting.

DRA/b
cc: L. W. Rulien — copy
Victor D. Wolfe — copy

copy

[illegible]

Reply ☐
Approval ☐
Keep
Other

SECTION

Salem, Oregon

August 7, 1974

E. L. Hardt, Region I Engineer

Frank E. Terpin, Final Design Engineer

Rock Creek Section
Wolf Creek Section
Timber Junction Section
Sunset Highway
Clatsop, Columbia & Washington Counties

Plans for these projects, scheduled for the October 24, 1974 contract letting, are nearing completion.

Recommendations for the material source requirements are needed for each project. Please initiate surface mining permit applications for State controlled material sources where necessary and submit sketch maps and development plans for inclusion in the contract plans.

The estimate figures given are net quantities and do not include allowances.

Rock Creek Section

Surfacing Aggregates	-	19,000 cubic yards
Loose Riprap (Class 700)	-	1,570 cubic yards
Loose Riprap (Class 50)	-	15 cubic yards
Filter Blanket	-	420 cubic yards
4"-10" Rock (Gabions)	-	200 cubic yards

Wolf Creek Section

Surfacing Aggregates	-	18,300 cubic yards
Loose Riprap (Class 700)	-	465 cubic yards
Special Filter Material	-	280 cubic yards

Timber Junction Section

Surfacing Aggregates	-	12,900 cubic yards
Special Filter Material	-	170 cubic yards

1 Versteeg
2 A. Olson
3 Terpin
Scott
copy Swenson
R. Olson
copy Trout

RECEIVED
AUG 7 - 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
[illegible] Keep
Do not File
Return To ____
Bring Up ____/____/____
Other ____

FE:we
cc: Fred Eriksen
W. E. Cole

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 26, 1974

In reply refer to: 10-41.73

SUBJECT: Oregon Project F181(-)
Nehalem River Bridge Widening, Br 2364A
Timber Junction Section
Sunset Highway, Washington County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. E. S. Hunter, Assistant State Highway Engineer

C.C. Hart 8-1-74
Wolfe
Pls supply
corrected info
as necessary.
ESH

The preliminary bridge plan for the above bridge widening has been reviewed and approved. We noted some minor discrepancies in the Hydraulic Data table.

G. L. Green

[illegible] ENGR.
[illegible] 74
REFERRED TO
[illegible]

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1974

SUBJECT: #2364A Nehalem River Bridge
East Timber Junction-MP 39.1 Section
Sunset Highway
Washington County

To:

MEMO TO FILES

The proposed project involves replacing the existing 26-foot-wide by 82-foot-long reinforced concrete bridge with a new bridge 58 feet wide. Alignment will remain the same but the profile grade will be raised approximately 0.3 foot.

A hydraulic study was conducted to determine the discharge characteristics at the existing structure. Beam submergence would require well in excess of a 100-year flood.

No hydraulic problems are anticipated in light of the past satisfactory performance of the existing structure; however, if it is planned to replace the existing bents in the design of the new structure, the new bents should be aligned with the Nehalem River channel. The existing bents are skewed about 10 degrees clockwise from the channel alignment.

Richard L. Lenz
Hydraulics Engineer

By Stephen D. Crouch

Stephen D. Crouch
Hydraulics Specialist

SDC:jp

cc Victor D. Wolfe
Walt Hart
Ed Hardt
J.H. Versteeg
Gary Potter

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1972)
Discharge-c.f.s.	4,500	3,600
Frequency-yrs	50	19
H.W. Elevation Natural Channel	765$^{\underline{0}}$	763$^{\underline{6}}$
H.W. Elevation Channel Change	—	—
Velocity - f.p.s.	7.6	7.2

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

NEHALEM RIVER BRIDGE
E. TIMBER JCT. - M.P. 39.1 SECTION
SUNSET HIGHWAY WASHINGTON COUNTY

COMPILED BY	DATE
S.D.C.	JANUARY, 1974

Salem, Oregon

July 11, 1974

Willard Scofield, Resident Engineer

F.E.T.
Frank E. Terpin, Final Design Engineer

Timber Junction Section
Sunset Highway
Washington County

In answer to your telephone call of July 9 enclosed is a print of the detail map in the area of Timber Junction. This shows the proposed slope lines in front of the service station left of approximately Station 1531. A 3:1 slope from the roadbed ditch was used to arrive at the proposed slope line. The maximum cut to the bottom of the roadbed ditch in this area is approximately 1-1/4 feet. Also enclosed is a print of the cross-sections in this area.

If you need additional information please advise.

FET:we
Enclosures
cc. Edward L. Hardt
W. E. Cole

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 2, 1974

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Nehalem River Br. Widening Br. 2364A
Timber Junction Section
Sunset Highway
Washington Co.

Enclosed are two prints each of Drawings Nos. 29484 and 29421 which are the preliminary plan and elevation and vicinity map for the subject structure.

Also enclosed are two prints of the grading plan sheets for this section, two copies of the hydraulic and foundation reports and two letters on the condition of the deck.

The length and elevation match the existing bridge. The roadway width and alignment are in accordance with the requirements established for this project. We propose to widen this structure with type III prestressed beams and a poured-in-place deck supported by single columns on spread footings at the interior bents and pile caps on steel piles at the end bents. Concrete approach slabs will be provided for the

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

widening and the existing structure. The estimate cost based on approximate quantities and including an allowance for engineering and contingencies is $292,000.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag

Encls.

cc E. S. Hunter
L. W. Rulien
V. E. Skoog

47

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE June 20, 1974

TO John Oakes
Asst. R/W Engineer
State Highway Building
Salem

FROM Henry M. Brindley
Henry M. Brindley
Regional Liaision Agent
Milwaukie

1
2
3
4
5

SUBJECT Estimate of R/W Cost
East Timber Junction-MP 39.1 (Waysides)
Washington County
Prefix 34-1452

The additional area needed for waysides is estimated at $50,840.

Attached is a columnar summary of the costs broken down as land, timber and incidental expense.

Add 20% for Incidentals

HMB:kf

attachment

6-21-74
Send copy to F.O. Scott.
JRB

RECEIVED
1974

Form B-147

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

East Timber Junction - M.P. 39.1 Waysides
Sunset Hwy
Washington County Prefix 34-1452

SHEET .... OF

Summary of Right of Way Costs

Lessor No.	Map & T.L. No.	Land	Imps	Damages	Moving Expense	Additive Estimate	Incidental Expense	Demolition Expense	Total	Remarks
1	3N-5-100 200	1,000	—	—	—	—	30	—	$1,030	Owner = William H. & Lillie Hickman
2	3N-5-100 700	750	—	—	—	—	20	—	770	Owner = George Chlebowski
3	3N-5-100 1020	500	Timber 100	—	—	—	20	—	620	Owner = William H. & Lillie Hickman
4	3N-5-100 1200	500	Timber 100	—	—	—	20	—	620	Owner = Buford & V. I. Fitzpatrick
5	3N-5 1700	8,700	Timber $25,000	—	—	—	250	—	33,950	Owner = Longview Fiber Co.
6	3N-5 2700	3,200	Timber 9,200	—	—	—	100	—	12,500	Owner = Ralph Ellis, Frank M. & Donald Bergerson
7	3N-5-100 2100	600	Timber 300	—	—	—	30	—	930	Owner = Forest J. & Christine Eyer
8	None	100	—	—	—	—	10	—	110	Owner - B.P.A. Value estimate assumes State will purchase fee title
9	3N-5-100 2200	300	—	—	—	—	10	—	310	Owner - Sunset Development Co. with a perm. ease. for pow
Total		$15,650	$34,700				$490		$50,840	

OREGON STATE HIGHWAY
DIVISION

COLUMNAR TABULATION SHEET

Timber Junction - M.P. 39.1 Waysides
Hwy
ton County   Prefix 34- 1452
ory of Right of Way Costs

SHEET .... OF .... SHEETS

Land	Imps	Damages	Moving Expense	Additive Estimate	Incidental Expense	Demolition Expense	Total	Remarks
1000	—	—	—	—	30	—	$1,030	Owner = William H. & Lillie Hickman
750	—	—	—	—	20	—	770	Owner = George Chlebowski
500	Timber 100	—	—	—	20	—	620	Owner = William H & Lillie Hickman
500	Timber 100	—	—	—	20	—	620	Owner = Buford & U. J. Fitzpatrick
8,700	Timber $25,000	—	—	—	250	—	33,950	Owner = Longview Fiber Co.
3,200	Timber 9,200	—	—	—	100	—	12,500	Owner = Ralph Ellis, Frank M. & Donald Bergerson
600	Timber 300	—	—	—	30	—	930	Owner = Forest J. & Christine Eyer
100	—	—	—	—	10	—	110	Owner = B.P.A. Value estimate assumes State will purchase fee title & lease B.P.A.
300	—	—	—	—	10	—	310	Owner = Sunset Development Co.) with a perm. ease. for power line
$15,650	$34,700				$490		$50,840	

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE MEMO
Salem, Oregon
June 6, 1974

FROM: John H. Wood
Bridge & Sign Maint. Engineer

SUBJECT: Nehalem River Bridge [illegible]
Sunset Highway, [illegible]

TO:
R. W. Ellison
Bridge Administration Engineer
HIGHWAY BUILDING

An inspection of the underside of the deck was conducted at this structure on June 4, 1974, by the following people:

William Geibel, District Engineer
Ernie Senn, Bridge Crew Foreman
Bart Bonney, Regional Bridge Inspector
Gib Anderson, State Bridge Superintendent
John Wood, Bridge & Sign Maintenance Engineer

A pachometer was used to check the rebar cover at random locations in the end spans. One isolated spot near the center of the roadway at the east end of the structure apparently has less than 1/2" of cover. The remainder of the deck within reach appears to have the cover called for on the plans. The appearance of the tan colored lines visible on the concrete surface did not vary with the depth of cover.

The tan colored lines, which did appear to coincide with the bottom rebar pattern, could be removed by scratching with a pocket knife. Sound concrete could be encountered at a depth of 1/16" or less. There was very little cracking that showed any sign of leakage through the deck.

The conclusion reached after the inspection was that the tan colored lines are surface deteriorations and discolorations, probably caused by dirt or mud transmitted to the deck forms by dirty rebars during construction. The deck appears to be sound, and it is recommended that the design section proceed with the widening plans. Core drilling is not deemed necessary at this time.

JHW:mp

cc: H. A. Schell, FHWA
E. S. Hunter
J. C. Jenkins
L. L. Wallace

6-12-74 [illegible]

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

47

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1974

To:
MEMO TO FILES

SUBJECT: #2364A Nehalem River Bridge
East Timber Junction-MP 39.1 Section
Sunset Highway
Washington County

1 ✓
2 T

The proposed project involves replacing the existing 26-foot-wide by 82-foot-long reinforced concrete bridge with a new bridge 58 feet wide. Alignment will remain the same but the profile grade will be raised approximately 0.3 foot.

A hydraulic study was conducted to determine the discharge characteristics at the existing structure. Beam submergence would require well in excess of a 100-year flood.

No hydraulic problems are anticipated in light of the past satisfactory performance of the existing structure; however, if it is planned to replace the existing bents in the design of the new structure, the new bents should be aligned with the Nehalem River channel. The existing bents are skewed about 10 degrees clockwise from the channel alignment.

Richard L. Lenz
Hydraulics Engineer

By Stephen D. Crouch

Stephen D. Crouch
Hydraulics Specialist

SDC:jp

cc Victor D. Wolfe
Walt Hart
Ed Hardt
J.H. Versteeg
Gary Potter

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

HYDRAULIC DATA

	Design Flood	Max.Flood yr (1972)
Discharge–c.f.s.	4,500	3,600
Frequency-yrs	50	19
H.W. Elevation Natural Channel	$765^{\underline{0}}$	$763^{\underline{6}}$
H.W. Elevation Channel Change	—	—
Velocity – f.p.s.	7.6	7.2

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

NEHALEM RIVER BRIDGE
E. TIMBER JCT. - M.P. 39.1 SECTION
SUNSET HIGHWAY WASHINGTON COUNTY

COMPILED BY	DATE
S.D.C.	JANUARY, 1974

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 23, 1974

FROM: R. W. Ellison
Bridge Administration Engineer

TO:

Memo to the File

SUBJECT:

Nehalem River Bridge Widening
East Timber Road Intersection-
MP 39.1 Section
Sunset Highway
Bridge 2364A

May 20, 1974, I participated in a preliminary plans-in-hand review of the subject project using advance plans.

In attendance were Herb Schell, Bob Pillsbury, and Hank Steinbrugge of the FHWA.

The pattern of the transverse deck reinforcing steel for the lower mat appears to show through on the underside of the deck in the form of tan colored lines approximately a quarter-inch wide. Close inspection reveals hairline cracking of the deck along these lines in some instances. The concrete within the width of the line itself is soft and can be scratched away with a fingernail file. The concrete outside the width of the line appears normal and is difficult to scratch with a fingernail file. The cause for this softening of concrete was not apparent and should be investigated further. Core drilling of the deck to include this soft concrete appears advisable.

There appears to be approximately 5" of AC wearing surface on the existing structure.

RWE:dh

cc H. A. Schell
E. S. Hunter
V. D. Wolfe
D. H. Moehring
J. C. Jenkins
L. L. Wallace

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Rock Creek-Nehalem River Section
Sunset Highway (U.S. Route 26)
Clatsop, Columbia, Tillamook and
Washington Counties, Oregon

This negative declaration, covering the delineated section on State Primary Highway Number 47, FAP Number 27, is submitted for your approval.

LOCATION AND DESCRIPTION OF PROJECT The Sunset Highway is the western portion (coast range segment) of U.S. Route 26, an east-west highway spanning the state from Ontario to Seaside. In a regional context, it connects Portland with Seaside and Astoria on the Oregon coast. This declaration covers three discrete projects totaling 5.13 miles of roadway along an 11.5-mile section of the Sunset Highway (U.S. Route 26) between Seaside and Portland:

1. Rock Creek-Sunset Springs (1.8 miles)
2. MP 33.5 - MP 35.0 (Wolf Creek) Section (1.76 miles)
3. East Timber Junction-MP 39.1 (1.57 miles)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The projects are close to one another, they are similar in scope and purpose, and they have similar potentials for impact on the environment. Consequently, they are combined to form one section for purposes of this negative declaration. The western boundary of this project section is located 700 feet west of Rock Creek. To the east the proposed boundary is at MP 39.1, 1.4 miles east of Timber Junction. (See attached map.)

Each project in the proposed section will involve constructing four-lane passing sections on existing alignment. The present 32-foot road prism will be expanded to 58 feet, consisting of four 12-foot travel lanes with 4-foot shoulders and a 2-foot median. These passing sections will be situated primarily on portions of highway having grades of 5 to 6%. Occasionally, steeper grades may also be encountered. Not only will opportunities for passing thus be provided, but presently restricted sight distances will be improved.

EXISTING ENVIRONMENTAL SETTING

The proposed projects are located in the upper Nehalem Basin of the north coast range, one of the prime forest environments of the state. Along the 11.5-mile project section, the highway passes through both extensive tracts of state forest land and portions of the former Tillamook Burn. Local topography is generally mountainous, rolling, and moderately steep. Maximum elevations vary from a high of 3,266 feet at nearby Saddle Mountain to 1,642 feet at Nehalem Summit on the highway just west of the project section. Valley bottoms are cut by tributaries of the Nehalem system -- specifically, by the North and South Forks of Rock Creek, Wolf Creek and its north fork, and the upper Nehalem River main stem.

Signs of the Tillamook Burn are still visible upon the landscape: old growth timber is almost entirely absent along the project section, remains of firefighting and salvage operations are still evident, and reforested areas now blanket much of the land. Extensive tree plantings by high school and junior high school students, civic groups, and forestry crews, mostly from 1950 to 1953, have provided an approximately twenty-year-old cover of trees ranging from 20 to 60 feet in height. While this location is in what the Forest Service calls the "Tsuga Heterophylla Zone," or Coastal Western Hemlock Zone, the massive reforestation effort has interspersed a number of non-native trees among the more common Douglas fir (Pseudotsuga menziesii), western hemlock (Tsuga heterophylla), and western red cedar (Thuja plicata). These additions include incense cedar (Libocedrus decurrens), Port Orford cedar (Chamaecyparis lawsoniana), noble fir (Abies procera), lodgepole pine (Pinus contorta), Scotch pine (P. sylvestris), and giant sequoia (Sequoia gigantea).

Mean rainfall ranges from 40 to 110 inches per annum over various portions of the project section, with most precipitation falling in November, December, and January. July and August have minimal precipitation, and extended rainless periods are not uncommon. Annual snowfall averages 32 inches at Vernonia, the nearest point having snowfall records. Temperature extremes have ranged from -8°F to 101°F at the same station.

The terrain is dominated by the Keasey Formation. This stratum, late Eocene or early Oligocene, consists of marine siltstones and shales which are relatively soft and have given way to numerous landslides. Along the Sunset Highway there are a number of places with slide, slump or grade separation/subsidence failures. However, soil surveys undertaken thus far reveal no particular problems within the project section. Occasional basaltic outcrops are found in the vicinity of the project section. In some sections on the Sunset Highway, these outcrops have been used as sources for aggregates.

There has been no settlement in the project section, except along the East Timber Junction-MP 39.1 Unit. Here, a half-dozen buildings, mostly related to highway service functions, dot the road from the west bank of the Nehalem River to the highway junction. Near the junction are several signs, telephone and power lines, and a transmission crossing.

PURPOSE OF PROJECT

The 1973 ADT for the project section is 3,300 vehicles. Sharp seasonal fluctuation in ADT, however, from 5,800 in August to 1,900 in December, attests to the importance of recreational travel on this route. Summer Sundays reach peaks of 10,900 vehicles daily and 1,100 during the peak hour. Recurrent extensive bottlenecks result from the mix of recreational and heavy vehicles which restrict passing and reduce speeds on the 5 and 6% grades. Four lanes are needed to provide passing opportunities in order to overcome the bottleneck sections. Two more selected statistics show that heavy vehicles (campers, trucks, buses) total approximately 10% of ADT, and that less than 2% of ADT is comprised of out-of-state traffic. Thus, it may be asserted that the majority of traffic is recreation-oriented and originates from the Portland metropolitan area.

This project is expected to improve traffic movement in areas of rolling, mountainous terrain having steep gradients and poor sight distances. Passing movements will become easier, and congestion should be less severe.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Most of the required right-of-way on the East Timber Junction-MP 39.1 Unit is already in state ownership, but intermittent additions will be needed. These additions need not change present patterns of land use adjacent to the highway. Some access reconnections will be provided for a service station, an antique store, and a small roadside food establishment, as well as for several dirt roads. Access adjustments must likewise be made for the Sunset Rest Area on the Rock Creek-Sunset Springs Unit.

Also near East Timber Junction, some 10 to 12 poles of the Western Oregon Electric Co-op. Company power line on the north side of the highway will need relocation, and two anchors on the Bonneville Power Administration transmission line crossing may require adjustment. On the south side of the highway, 18 to 20 poles and 1-1/4 miles of line belonging to the General Telephone Company will need to be moved. It will be necessary to remove a number of private signs at the intersection, which may or may not be replaced.

The design of the Rock Creek-Sunset Springs Unit was deliberately tailored to avoid infringing upon either the North or South Sunset Springs Waysides; hence, no direct impact is anticipated here. The contractor will take necessary precautions to ensure a minimum of construction impacts on these highway refuges. Completion of the proposed projects may bring about decreased use of the waysides, however, because easier and faster traffic movement should result.

Several physical impacts are anticipated. Considerable clearing (43 acres) and grubbing of vegetation will be required. On the Wolf Creek Unit, and to a lesser extent on the East Timber Junction Unit, clearing will take roadside trees (including a number of the non-native species) dating from the Tillamook Burn reforestation work. Cut slopes will be constructed to a 1-1/2:1, or even 1:1, slope instead of the standard 2:1. This will hold to a minimum both excavation and clearing of vegetation. Present slopes on the two-lane facility are cut at 1:1 and show no problem with revegetation or slope erosion. Thus, more gradual slopes of 1-1/2:1 are not expected to pose any difficulty.

Because of the rolling terrain, cutting and filling of slopes will be extensive. The center line will be adjusted within existing alignment and right-of-way to keep necessary excavation to a minimum. As indicated above, most slopes will be cut 1-1/2:1 to reduce earthwork. Still, approximately 60,000 cubic yards of material will be excavated on the East Timber Junction Unit, with 3,800 cubic yards of excess generated. This material is tentatively to be disposed on the margins of a turnout just west of the project. The Wolf Creek Unit will involve more excavation and more excess than the East Timber Junction Unit. At the Wolf Creek Unit, about 70,000 cubic yards will be in excess of project needs. Two sites have been proposed for the disposal of this material. These sites, an old stockpile area and a depleted rock quarry, are just south, adjacent to the Wolf Creek Unit; each will receive a 35,000 cubic yard segment of the excess. Finally, the Sunset Springs Unit will require 120,000 cubic yards of excavation. This project will be designed to allow for a balance of material, or perhaps only a small shortage. Any shortage may be easily made up by cutting gradual slopes on this segment, where the preservation of vegetation is not so critical.

The proposed projects will all require construction impinging upon either stream channels or flood plains. On the East Timber Junction Unit, some additional access fill will be required across the Nehalem River flood plain for a four-lane bridge approach. This fill will not add to the height of the present roadbed, nor will it further constrict streamflow under the structure. On the Wolf Creek Unit, the addition of two passing lanes will require changes in the channel adjacent to the present roadway along approximately 450 feet of the South Fork of Wolf Creek. The present alignment of the roadway will be squeezed to the north as much as possible to hold the disruptive impact to a minimum. South Fork Rock Creek, on the Sunset Springs Unit, will also be affected by a short channel change necessitated by widening of the crossing structure and its approaches. This crossing site is located some 1,500 feet east of the Sunset Rest Area entrance. Both of the streams impacted by channel modifications may be described as the upper reaches of tributaries of the upper Nehalem River.

All channel work, as well as any adjacent or nearby excavation, will increase turbidity and sedimentation in the streambed, which can only adversely affect stream biota. Anadromous fish -- specifically, steelhead, coho, and cutthroat, and chinook further downstream -- also inhabit these streams during portions of their life cycles. Excess turbidity and sedimentation have deleterious effects upon the migration, spawning, incubation, and emergence of these fish. Temporary adverse effects upon their supportive systems are also likely.

For these reasons, construction in or near the streambed will be avoided between October 1 and May 31, as recommended by the Wildlife Commission regional fisheries biologist. During construction, furthermore, all prudent measures will be taken to control turbidity. Finally, steps will be taken to aid in the stabilization and revegetation of exposed slopes, e.g., by seeding, mulching, and riprapping.

On both the Rock Creek and the Wolf Creek Units, the proposed four-lane passing sections will traverse a corridor of land designated as a Scenic Forest Wayside or Scenic Forest Reserve by the Parks Section of the Highway Division. These strips were shaped through a series of transactions by the Parks Section, conducted primarily during 1939 and 1940. The strips were specifically intended to be a scenic forest buffer between the immediate roadway right-of-way and state-owned or privately owned timberlands beyond the highway corridor.

Given the mountainous topography, cutting and filling of slopes will have to be reasonably extensive to accommodate a 58-foot roadway. Encroachment upon the Scenic Forest Reserve strips will be unavoidable; in places, almost the entire width of the scenic strip will be cleared, excavated, or both. No alternative is prudent. The only way to preserve the strip is through no action. Yet, passing sections are considered necessary to provide greater mobility under present and anticipated traffic conditions.

A number of the detrimental aesthetic impacts upon the scenic corridor will be alleviated by cutting slopes to steeper inclines or into benches -- where this is geologically sound -- and by pursuit of an active revegetation program. Planting of deciduous seedlings and whips will be promoted for areas having large clearings. Seeding with alder will also help cover exposed slopes.

There are no recreation facilities or registered historic sites to be affected by the project; nor are there wildlife nesting or feeding grounds that will be adversely affected.

Due to the remoteness of the area and the sparsity of population, footpaths or bicycle trails have not been considered as part of this proposal.

State Highway officials will offer the opportunity for a public hearing.

A-95 procedures will be initiated at an appropriate point during project development to provide for notification, feedback, and clearance of proposals with appropriate agencies. Preliminary plans will also be sent to both the Fish and Wildlife Commissions for their consideration prior to finalization of plans.

BASIS FOR NEGATIVE DECLARATION Limited right-of-way acquisition, considerable excavation, disposal of excess material, clearing of vegetation, temporary siltation of proximate streams, and construction adjacent to waysides and a highway rest area will be immediate adverse impacts of the proposed projects. Given the topography and setting of the project section, these impacts are unavoidable in providing an enlarged roadway. Yet most of these disturbances are short-term, and none are particularly severe. With reasonable care, each of the adverse or potentially adverse aspects of the proposals may be reduced or largely corrected. Such care will be a part of the construction program. Additionally, it should be noted that right-of-way acquisition, will neither displace any residence nor disrupt any business.

A short-term inconvenience will be felt by motorists during construction, especially since the optimum time for construction coincides with the season of maximum traffic. However, upon completion, the four-lane sections will improve both traffic movement and safety. Peak summer weekend traffic loads will be carried more efficiently, thereby effectively reducing travel time to the coast.

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the natural or social environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

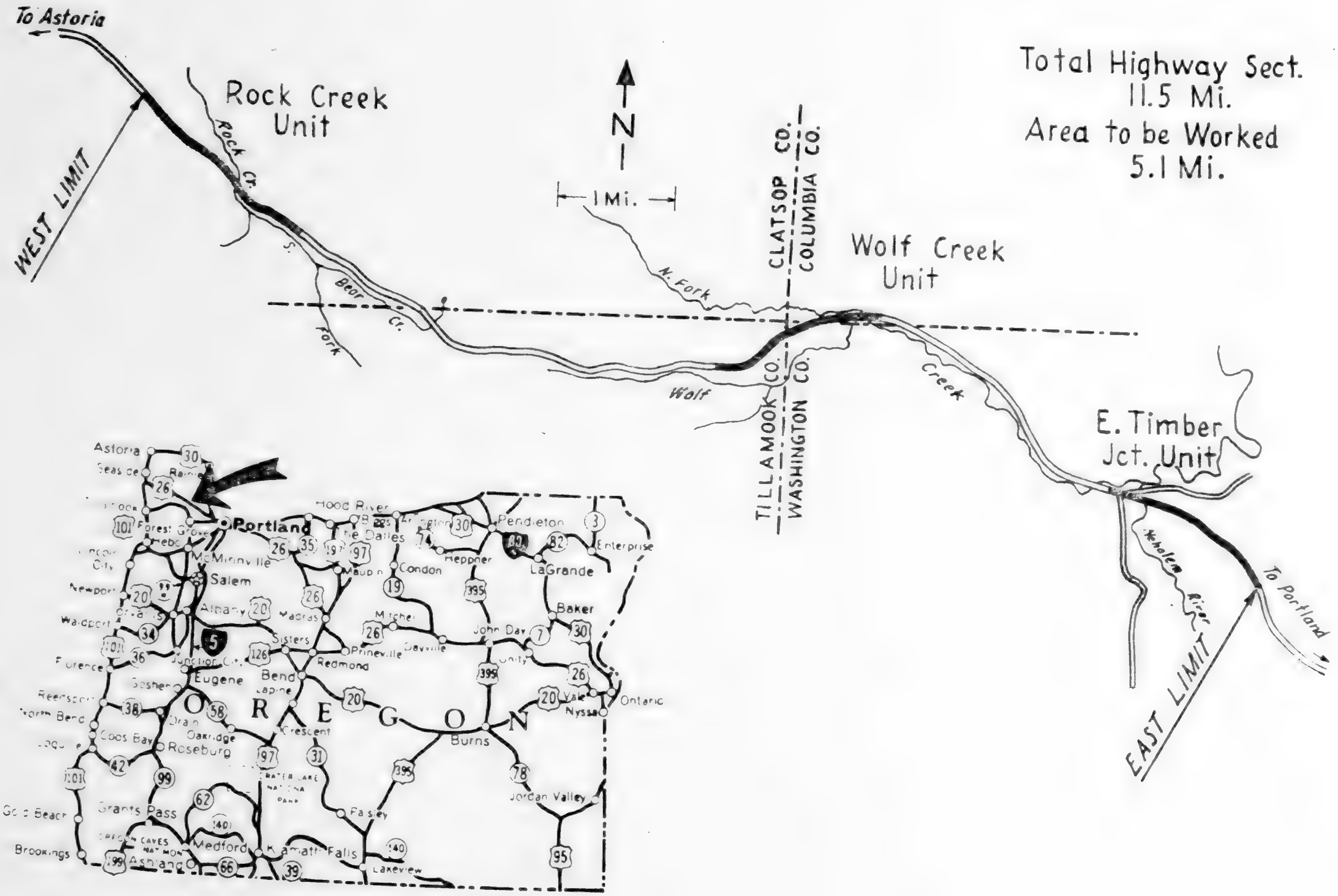
Concur ______________________ Division Engineer

Date MAY 13 1974

EE:pr

Attach.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
R. N. Bothman



ROCK CREEK ~ NEHALEM RIVER SEC.
SUNSET HIGHWAY (U.S. ROUTE 26)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 24, 1974

FILE:

FROM: Larry Jacobson, Supervisor
Parks Design and Engineering

TO: Gary Potter, Manager
Environmental Section

SUBJECT: Preservation of Scenic Areas - Section 4 (f) Draft and Rock Creek-Nehalem River Section Negative Declaration

We have made some suggested verbage changes in the attached letter that may be worth considering.

On the negative declaration for the Rock Creek-Nehalem River Section of Sunset Highway, I offer the following comments or suggestions:

(p. 6, paragraph 1) A prudent alternative is to replace those scenic corridor lands that are used for highway construction either at that location or elsewhere along the route to ensure that the scenic corridor is perpetuated.

(p. 6, paragraph 3) Replace this paragraph with the following: The value of this scenic corridor was recognized by the Transportation Commission Chairman in a request that the feasibility of acquiring a scenic corridor along the Sunset Highway be considered through the Coast Range. Replacement of scenic corridor lands used for highway construction would help mitigate losses anticipated and would retain or enhance the scenic qualities of the corridor.

[illegible]
GAP

(p. 6, paragraph 5) It is unlikely that a separate bicycle trail is warranted; however, the use of bicycles along major routes to the coast and along the coast highway is increasing. Bicycle traffic on the highway shoulders will probably occur. Consideration should be given to a combination of shoulder striping and signing to inform both the motorist and the bicyclist of a joint use.

[illegible]
this is
being done
Check w/ Location
GAP

If you have any questions, let me know.

Attach.

LJ:aw

NOTED
GARY A. POTTER

NOTED
R. L. SCHROEDER

FORM 5-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE April 15, 1974

TO Mr. Victor D. Wolfe
Location Engineer

FROM D. R. Adams
D. R.Adams
Regional Construction Engineer

SUBJECT MP 33.5 - MP 35 (Wolfe Creek) &
East Timber Junction MP 39.1
Located Sections
Sunset Highway

1/2
we copy
copy

I am forwarding the attached letter from the Fish Commission which expresses their concerns regarding the subject projects.

Their principal concern is that we avoid excavation in the South Fork of Wolfe Creek stream bed. They decided to have the shade provided by Alder trees on the south flat of the creek bank, left in place.

We request you incorporate his ideas into the project as they can best be accomodated.

DRA/b
att
cc: W. J. Scofield

REFERRED TO Wells
By Location Engineer

RECEIVED
APR 17 1974
LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 30, 1974

TO D. R. ADAMS
Regional Construction Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT FISH COMMISSION RECOMMENDATIONS
MP 33.5 to MP 35 (Wolfe Creek) & East
Timber Intersection, MP 39.1, Located
Sections
Sunset Highway

The attached letter from Mr. Burt Carnegie of the Fish Commission concerns some recommendations they wish incorporated in the plans and specs for the subject Sunset Highway located sections.

The letter is self-explanatory. However, I should emphasize the Fish Commission's desire to avoid excavation in the South Fork of Wolfe Creek stream bed. My recollection of the cross-sections is that construction resulting from filling into the creek with rip-rap would not warrant removal of any of the Alder trees that shade the creek. Mr. Carnegie suggested that the matter could be left "open" and resolved during construction.

WJS/pw
Attachment

☐ RE ☐ RME ☐ VSE ☐ OE ☐ TE
JAN 30 1974
REGION I
☐ UE ☐ ESM ☐ RSC ☐ SO ☐ RDI

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

January 15, 1974

Mr. W. J. Scofield, Resident Engineer
Oregon State Highway Division
Post Office Box 02157
Portland, Oregon 97202

Dear Willard:

SUNSET HIGHWAY
MP 33.5 TO MP 35.0 (WOLFE CR.)
AND EAST TIMBER INTERSECTION TO MP 39.1

This letter reflects our observations and discussions with you along the site on the above titled project on January 7, 1974.

Regarding the Nehalem River crossing at Timber Junction, you pointed out that a concrete retaining wall will be required on the left bank downstream from the bridge widening because of the high skew angle of the piers.

Also the bridge will be widened approximately 12 feet on each side and the new piers will be in line and at the same skew as the existing ones. We noticed the existing piers were just in the water on the shoreline, thus the new piers as well as the retaining wall could be constructed out of the stream during the low summer flows. If work is required in the stream, it should be done between June 1 and October 1.

At the Wolfe Creek crossing you indicated all of the widening will be on the opposite side of the road from the stream (originally a channel change) except for short sections at the upper end which will encroach on the stream bed due to a higher shoulder and flatter fill slope. You also indicated though that road alignment was moved away from the streamside as much as possible. As you know we prefer that there be no stream encroachment but when required we normally request that the stream be widened on the opposite side, to maintain the full width. In this instance however we think it would be more detrimental to widen the stream on the opposite bank and lose the shade effect from the large trees along the banks. The stream bed in this area is solid rock and placing protective riprap along the bank will probably create better conditions than now exist. We recommend therefore that the fill and riprap be brought up on the steepest slope possible to minimize stream encroachment. Work on the stream shall be confined to the same time as on the Nehalem, June 1 to October 1.

Regarding the disposal sites which are located above the channel change and behind the sand shed, we approve them provided they are able to meet the conditions you stipulated on the site:

1. Leave natural berm between stream and fill area. ([illegible])

2. Level off material and seed mulch the ground to minimize erosion and provide better aesthetics.

We appreciate the opportunity to review the site with you in the early planning stages. If we can be of further assistance, please contact us.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

March 3 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

1500 N. E. IRVING STREET
P. O. BOX 3737
PORTLAND, OREGON 97208

NOTED
E. S. HUNTER

Reference: RB

April 5, 1974

RECEIVED
APR 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. L. H. Young, Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

We have reviewed your proposal for highway improvements to the Rock Creek-Nehalem River section of the Sunset Highway (U.S. Route 26). We understand that this project is presently at the "intent" or funding request stage and that detailed plans will be available to us when the more definite "design" stage is reached. Therefore, our comments are rather preliminary. We will provide a more detailed evaluation after receipt of the specific design plans.

A Bureau biologist has inspected the project sites. We understand that Fish Commission of Oregon and Oregon Wildlife Commission personnel also have inspected these sites and have provided planning assistance and recommendations for road construction and instream work.

We have no major objection to this project. Our comments are concerned mainly with proposed crossings at Rock Creek, Wolf Creek, and the Nehalem River. All three streams are used for spawning, rearing, or migration by one or more species of fish including chinook, salmon, coho salmon, steelhead trout, and cutthroat trout. We foresee no severe impact upon fishery resources resulting from new crossings provided they do not encroach into the streambeds and do not require excessive channel alterations.

Our preliminary comments for the stream crossings are as follows:

> Rock Creek - Our inspection of the existing bridge revealed little or no instream encroachment. Adverse effects to fishery resources should not occur as long as bridge piers are located similarly to existing ones.

BEN GIFFORD
2-1-74

cc: April 9, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
Victor D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
H.S. Cox
B.L. Gifford
E.L. Everton
C.O. Fredrickson
M.J. Klotz
E.L. Hardt
Don Adams

RECEIVED
APR [illegible] 1974
PROJECT MANAGEMENT SECTION

Wolf Creek - This crossing is near the confluence of Wolf Creek and the North Fork of Wolf Creek. We are unsure of the new road location in relation to either stream, but we prefer that it be located away from the stream channels. The existing bridge does not encroach upon the streambed. Impacts of a new bridge, if similarly placed, should be acceptable to us.

Nehalem River - Piers for bridge widening at this location should not encroach excessively into the riverbed if aligned with existing piers. We are unsure of other work involved with this section and will reserve comment until detailed plans are received.

Instream work, if required, should be performed between June 1 and October 1, or as otherwise specified by the Fish Commission of Oregon, to protect fish resources.

Please inform us when specific project design and construction procedures are available so that we may provide additional review and comment.

Sincerely yours,

Donald J Hankla

DONALD J. HANKLA

Acting Regional Director

FORM E-30

47

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE March 11, 1974

TO
Mr. J. H. Versteeg
Road Design Engineer
Att: Frank Terpin

FROM
D. R. Adams
Regional Construction Engineer

SUBJECT
East Timber Junction Section
MP 39.1
Sunset Highway
Washington County

Attached herewith is Mr. Scofield's response to your letter of January 25, 1974.

Mr. Scofield has recommended acquisition of several lots which are listed in his correspondence. He also recommends that a 350 foot strip on each side of centerline be purchased as a scenic timbered strip. This would continue the scenic strip from previously acquired property west to the Nehalem River. I believe the suggestion has merit and could be pursued. However, I would not like to see the progress of these projects delayed in reaching the bid lettings while waiting purchase of the 350 foot scenic strip. If monies are available for this purchase,I think it is worthy of consideration and should be pursued independently if possible from this subject project.

DRA/b
att
cc: Ken Rolfe
Willard Scofield

REFERRED TO

6. Cole ______ ______ Reed ______
______ Eriksen ______ ______ Sample ______
______ Hager ______ ______ Watson ______
turn ☐ Forward ☐
scuss ☐ File ☐
Y FINAL DESIGN ENGINEER

✓

RECEIVED
MAR 1
ROAD
DESIGN

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE February 6, 1974

TO D. R. ADAMS
Regional Construction Engineer

WJScofield

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT TIMBER JUNCTION - MP 39
Sunset Highway

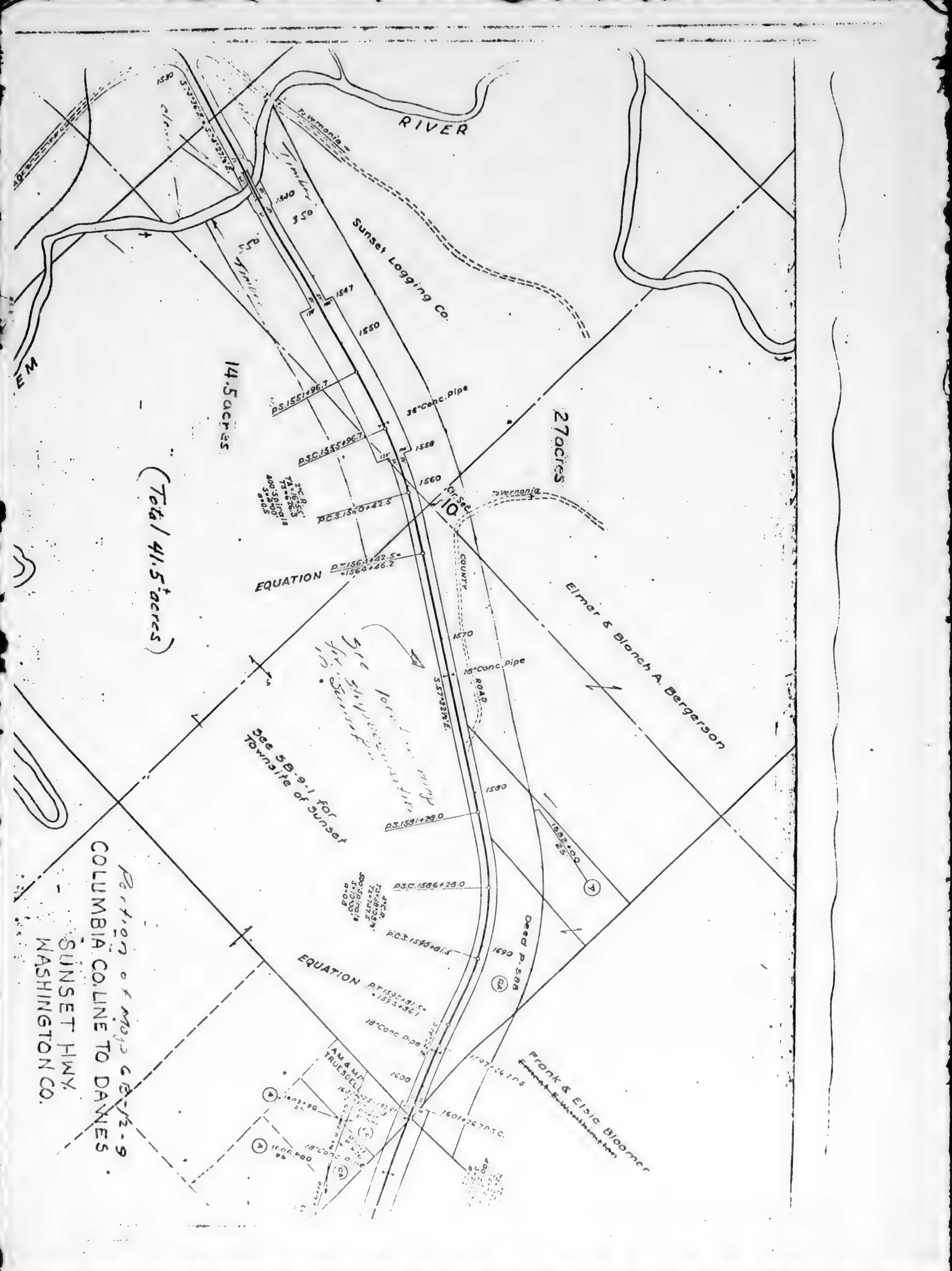
In a letter dated January 25, 1974, Frank Terpin asked for clarification of a statement in my narrative report for subject location survey. The statement suggested acquisition of some canceled parcels in order to complete a continuous timber perservation strip.

The parcels that I would recommend for acquisition on the pending project are shown on the location map as part of the plat of Sunset, specifically, Lot 1-Block 4, Lot 6-Block 4, Lot 7-Block 3, Lot 4-Block 3, Lot 4-Block 2 and Lot 6-Block 1.

I believe that these six lots should be acquired as a minimum to provide continuity in the timber strip, however, this also may be the time to consider acquisition of a 700 foot timber strip too, from the Nehalem River easterly to square up with the present strip (Sta. 1580-1602). This area is red shaded on the attached sketch.

WJS/pw
Attachment

☐ RE ☐ RME ☐ RCE ☐ OE ☐ TE
FEB 07 1974
REGION I
☐ UE ☐ RSM ☐ RSC ☐ SO ☐ RBI



Portion of Map CB-12-9
COLUMBIA CO. LINE TO DAVIES
- SUNSET HWY.
WASHINGTON CO.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 1, 1974

TO
Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovern. Council
P. O. Box 488
Cannon Beach, Oregon 97110

Columbia Region Assn. of Governments
6400 S. W. Canyon Court
Portland, Oregon 97221

FROM L H Young
L. H. Young, Office Engineer

SUBJECT
Notice of Intent for Primary Rural Funds
State Admin. Dist. Nos. 1 & 2
Rock Creek-Nehalem River Sec.
Sunset Highway
Tillamook, Clatsop, Washington and Columbia Counties

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is June 3, 1974.

BLG:bb

Attachment
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
R. C. Blensly, CRAG
E. L. Everton
C. O. Fredrickson
M. J. Klotz
L. W. Rulien

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Dept. of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. H. Young | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Rock Creek-Nehalem River Section Districts 1 and 2

11 12] PROJECT LOCATION CITY [45: Sunset Highway | 46] PROJECT LOCATION COUNTY [79: Tillamook, Clatsop, Wash. and Columbia

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 This project involves preliminary engineering, grading, paving, acquisition of [71

06 right-of-way and those incidental functions that are necessary to construct climbing [71

07 lanes or widen to four lanes. Included in the survey are three units: Rock Creek, [71

08 Wolf Creek and E. Timber Jct. The units are 1.9, 1.5, and 1.5 miles in length, [71

09 respectively. Twelve-foot travel lanes, variable median for left-turn movements [71

10 with 4 to 10-foot shoulders will be constructed. [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,345,000	-	655,000	-	-	3,000,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: Dept. of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95 Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 3 | 45] YEAR [46: 1974

To A:

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: February 1, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: February 1, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Primary Rural Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 2-3
(c) State Senatorial District(s) Number(s) 1-2

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

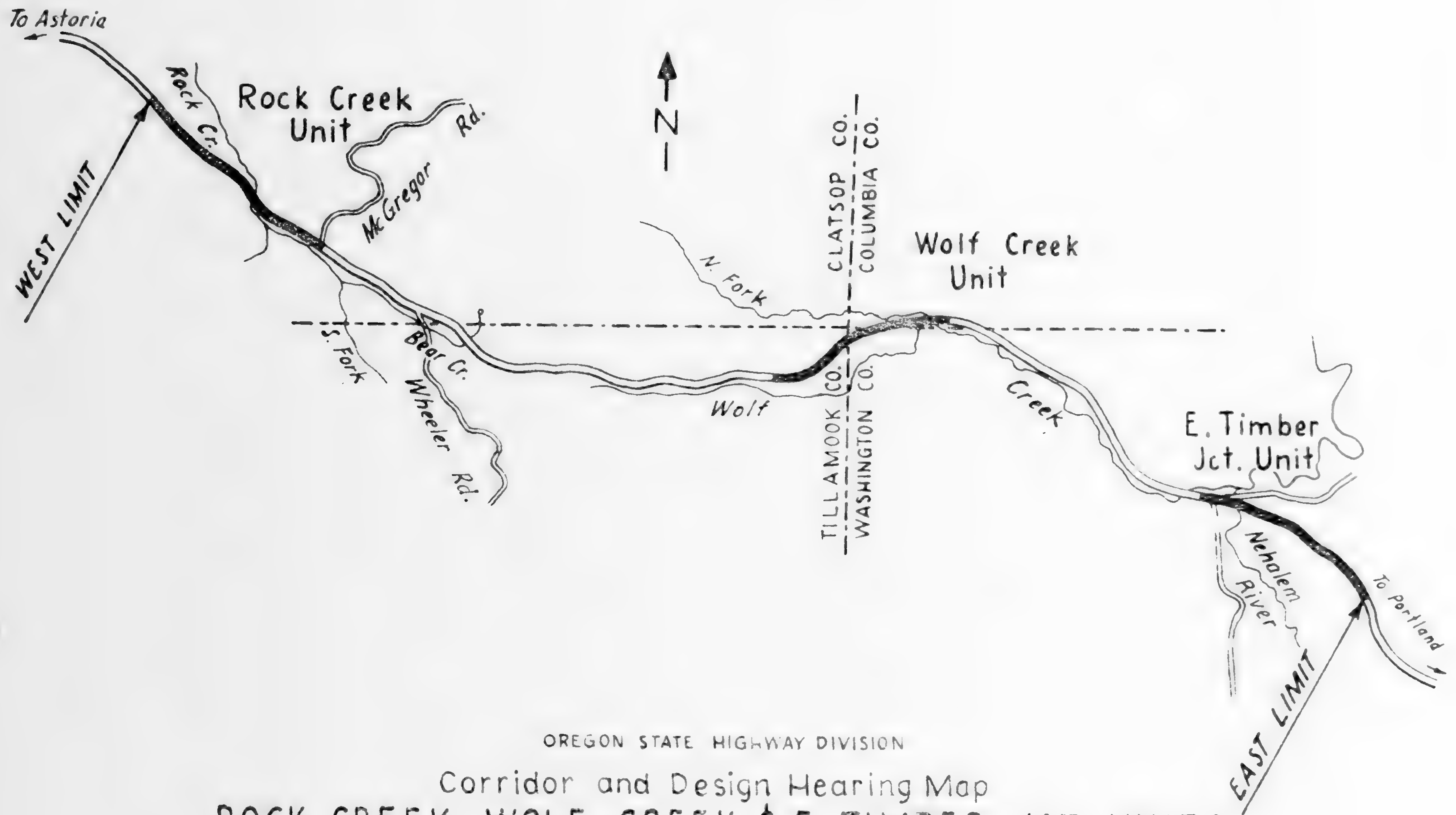
	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

Will accounting for this grant be administered by the Executive Dept. Accounting Division? Ye

REMARKS

17(E) A negative environmental declaration will be prepared and made available at the time of public hearing notice.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

ROCK CREEK, WOLF CREEK & E. TIMBER JCT. UNITS

ROCK CREEK — NEHALEM RIVER SEC.

SUNSET HIGHWAY (U.S. ROUTE 26)

TILLAMOOK, CLATSOP

WASHINGTON & COLUMBIA COUNTIES

47

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE January 31, 1974

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT AMENDED ACCESS PROVISIONS
Access Points
E. Timber Intersection-M.P. 39.1 Section
Sunset Highway
Washington County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:HA

Attachments

1 ✓
2
3

E. TIMBER INTERSECTION-M.P. 39.1 Section
SUNSET HIGHWAY
WASHINGTON COUNTY
Prefix 34-1452

AMENDED ACCESS PROVISIONS

File #	Owner	Side	Top Surface Width	To be Constructed by	Station	Remarks
48091	International Paper Co.	Right	N/A	N/A	N/A	Access will be controlled to the Sunset Highway. Remainder will have access to the Timber-Vernonia County Road. No existing approaches to the Sunset Hwy.
48092	De Young, Elizabeth I. Martin, Ralph (C.P.)	Left Left Left	30' 30' 16'	State State State	1530+60 1531+60 1534+70	Access will be controlled to the Sunset Highway from 1513+00 to 1526+50 left and from 1530+00 to 1537+50 left, except for approaches as indicated. Access will be uncontrolled to the Timber-Vernonia County Road.
48093	Hackenburg, Phillip L. Thorud, Merle E. (C.P.)	Left Left	30' 30'	State State	1527+25 1528+55	Access will be controlled from 1526+50 to 1529+00 left, except for approaches as indicated. Access will be uncontrolled to the Timber-Vernonia County Road.
48094	Leland, J.D.	Right	N/A	N/A	N/A	Access controlled to the Sunset Highway. Remainder will have access to the Timber-Vernonia County Road. No existing approaches to the Sunset Highway.
19444	Longview Fibre Co.	Right Left	16' N/A	State N/A	1546+10 N/A	Access will be controlled to the Sunset Highway except for one approach to be reconnected to the southern acreage as indicated. This approach will also serve the Bonneville Power Administration R/W. The northern portion will continue to be accessed by the Timber-Vernonia County Road.

age 2 - Amended Access Provisions
. Timber Intersection-M.P. 39.1 Section
unset Highway
ashington County

ile #	Owner	Side	Top Surface Width	To be Constructed by	Station	Remarks
9377	United States of America (Bonneville Power Administration)	Right Left	16' N/A	State N/A	1546+10 N/A	Access will be controlled to the Sunset Highway from both sides. The southern parcel will continue to be accessed by an approach through Longview Fibre Co. property at 1546+10. The northern parcel will continue to be accessed by Timber-Vernonia County Road.
4.095	Bergerson, Ralph E., Frank M. & Donald V.	Left	N/A	N/A	N/A	Access will be controlled to the Sunset Highway. Remainder will have access to the Timber-Vernonia County Road and County Road #328. There are no existing approaches to the Sunset Hwy.
8727	Hickman, William H. & Lillie	Right	N/A	N/A	N/A	Access will be controlled to the Sunset Highway. Remainder will have access to the interior street system of the Sunset Subdivision. There are no existing approaches to the Sunset Highway.

APPROVED ______________
Road Design Engineer

APPROVED ______________
Right of Way Engineer

APPROVED EG Hunter
Asst. State Highway Engineer

SUBMITTED ______________
Liaison Agent

RECOMMENDED ______________
Locating Engineer

APPROVED ______________
Regional Engineer

E. TIMBER INTERSECTION-M.P. 39.1 Section
SUNSET HIGHWAY
WASHINGTON COUNTY
Prefix 34-1452

AMENDED ACCESS PROVISIONS

File #	Owner	Side	Top Surface Width	To be Constructed by	Station	Remarks
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'age 2 - Amended Access Provisions
. Timber Intersection-M.P. 39.1 Section
unset Highway
ashington County

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/9377	United States of America (Bonneville Power Administration)	Right Left	16' N/A	State N/A	1546+10 N/A	Access will be controlled to the Sunset Highway from both sides. The southern parcel will continue to be accessed by an approach through Longview Fibre Co. property at 1546+10. The northern parcel will continue to be accessed by Timber-Vernonia County Road.
48095	Bergerson, Ralph E., Frank M. & Donald V.	Left	N/A	N/A	N/A	Access will be controlled to the Sunset Highway. Remainder will have access to the Timber-Vernonia County Road and County Road #328. There are no existing approaches to the Sunset Hwy.
(3727	Rickman, William H. & Lillie	Right	N/A	N/A	N/A	Access will be controlled to the Sunset Highway. Remainder will have access to the interior street system of the Sunset Subdivision. There are no existing approaches to the Sunset Highway.

APPROVED ____________________
Road Design Engineer

SUBMITTED ____________________
Liaison Agent

APPROVED ____________________
Right of Way Engineer

RECOMMENDED ____________________
Locating Engineer

APPROVED ____________________
Asst. State Highway Engineer

APPROVED ____________________
Regional Engineer

Salem, Oregon
January 28, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

~~[illegible]~~ Timber Junction-~~[illegible]~~ Sect.
Sunset Highway
Washington County

Attached are 5 descriptions and an authorization for the subject section, which is scheduled for October 24, 1974.

Old Files 18727, 19377 and 19444 have been reactivated and revised and are also required for this project.

J. H. Versteeg
Road Design Engineer

by

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

1 Versteeg ✓
A. Olson
Turpin
Scott
Swenson
R. Olson
Troutt R

RECEIVED

ROAD
DESIGN
SECTION

Other

47

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

REFERRED TO

[✓ Cole] ______ Reed ______
______ Eriksen ______ Semple ______
______ Hager ______ Watson ______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

DATE January 25, 1974

TO John R. Oakes
Assistant R/W Engineer
State Highway Building
Salem, Oregon 97310

FROM Henry M. Brindley
Henry M. Brindley
Regional Liaison Agent

SUBJECT E. Timber Jct.-MP 39.1
Sunset Highway
Washington County
Prefix 34-1452-913

1 Vernon ✓
A. Olson
2 [illegible] T
3 Scott
Swenson
R. Olson
Trout 4

RECEIVED
JAN 28
ROAD DESIGN SECTION

[illegible]
[illegible] Approval ☐
[illegible] ☐
Do not file
Return To ______
Bring Up
Other

Attached is an amended liaison report for the above section, based on a right of way map dated March, 1972. Changes include the addition of another file (Liaison No. 8), reduction of acquisition (Liaison No. 5) and the addition of access control to all files.

The total right of way cost is amended to $29,040, which includes incidentals, demolition and real property costs.

There are no contingencies added to this report.

HMB:sdl

Attachment

E. Timber Intersection-M.P. 39.1
Sunset Highway
Washington County
Prefix 34-1452-913

INDEX

Letter of Submission
Right of Way Liaison Notes and Data
Summary of Notes and Comments
Right of Way Needs from State Lands
Map of State-owned "Waysides"
Amended Access Provisions
Right of Way Cost Summary
Relocation Report
Outdoor Advertising Signs
Water Wells
Demolition
Liaison Estimates and Right of Way Costs
Right of Way Map Segments indicating change of acquisition.

RIGHT OF WAY LIAISON NOTES AND DATA

E. Timber Junction-M.P. 39.1 Section

Sunset Highway

Washington County

Contents:

1	Sheet(s)	Right of Way Cost Summary
3	"	Notes and Comments
8	"	Individual Cost Estimate
--	"	Land Service Economic Evaluation
--	"	Memorandum of Owner Contacts
1	"	Other Design Drawings
--	"	Area Mosaic (with) (without) line imposed
--	"	Sales Data
2	"	List of Approved Points of Access
--	"	Deeds
2	"	Right of Way Map or Individual Sketches for Each File
--	"	Aerial Photos
1	"	Relocation
1	"	Demolition
1	"	Signs
1	"	Wells
1	"	Right of Way needs from State lands
1	"	Map of State owned "Waysides"

Distribution:

Original to Right of Way Engineer on January 25, 1975 (Amended)
Copy to District Right of Way Files on January 25, 1975
Copies (2) to Division Engineer on January 25, 1975
Market Data Sheets distributed on January 25, 1975

Completed on January 25, 1974

By
Liaison Agent
Henry M. Brindley

Rev. 12/26/67

AMENDED SUMMARY OF NOTES AND COMMENTS

E. Timber Junction-M.P. 39.1
Sunset Highway
Prefix 23-1452-913

The following report has been amended to reflect the limited access control as indicated by the revised access control provision list. This covers the land ownership that fall within the right of way needs to widen the Sunset Highway from two to four lanes in the above noted section. This report was initiated by receipt of a right of way map of this project dated March 1972. Total cost of right of way is estimated at $29,040.

The report affects eight properties, identified in the report by numbers 1 through 8. The project requires the acquisition of 6.81 acres of land. No easements for such uses as slopes or cuts will be necessary.

None of the properties will require relocation.

This plan provides for limited control of access to the Sunset Highway. Provisions have been made to reconnect all existing approaches. No properties will be landlocked.

Four of the eight properties are improved. The improvements consist of three commercial establishments, three homes, the Vernonia Tree Farm headquarters, and a Bonneville Power Administration power transmission line. The proposed acquisition will not require any relocation nor discontinuance of business.

Right of way costs are estimated as follows:

Moving costs	$ 0
Additive payments	0
Incidental costs	565
Demolition costs	200
Real property costs	28,275
	$29,040

Lead time needed by the Regional Right of Way office to carry out a timely program is estimated at six months from the date descriptions are received with instructions to appraise and negotiate for purchase.

Lead time is itemized as follows:

Appraisal	- 75 days
Acquisition	- 45 days
Property Management & Condemnation	- 60 days
Clean Up for Contract Letting	- 35 days

These activities, of course, will overlap and the individual activities may in actual practice vary from the allocated time in this estimate.

The proposed project design indicates no adverse affect on the economics or environment of the area.

The construction proposed by this project crosses or passes near two waterways, but it is not anticipated to have an adverse affect on downstream users. Inspection of the two streams did not indicate anyone using the water for domestic purposes near this project.

A public telephone line lies within the present right of way along the south highway boundary and an electric power line runs along the north right of way line. Relocation of these utilities is anticipated to be accomplished on existing or proposed right of way acquisitions. A Bonneville Power Administration transmission line crosses the Sunset Highway; however, acquisition will neither include any improvements nor disrupt the operation.

The only public lands to be acquired for this project are State-owned scenic strips which abut the highway. These lands are further described on the following attachment. No wildlife or water fowl refuges, recreation areas or other park land will be within the proposed right of way.

Two of the remainders have water wells that may need testing prior to construction. The Region I Geologist has been supplied with a copy of the well report.

Six advertising signs are located within the bounds of the proposed right of way. They are all on-premise signs except the one on Property #6.

Real estate sales are slow in the area around this project, but improvement of the Sunset Highway is bringing rural residential development and the accompanying small commercials, all indications suggest rising land values.

Henry M Brinsley

HENRY M. BRINSLEY
Regional Liaison Agent

HMB:sdl

RIGHT OF WAY NEEDS
FROM
STATE LANDS

The Sunset Highway is fronted in many areas by State-owned scenic strips which are officially designated as "waysides". The future use of these lands will be as natural growth corridors for the public enjoyment.

Several of these scenic strips exist along the eastern section of this proposed project. In a few cases the Right of Way needs will include minor intrusion into the waysides. The area of expansion are listed as follows:

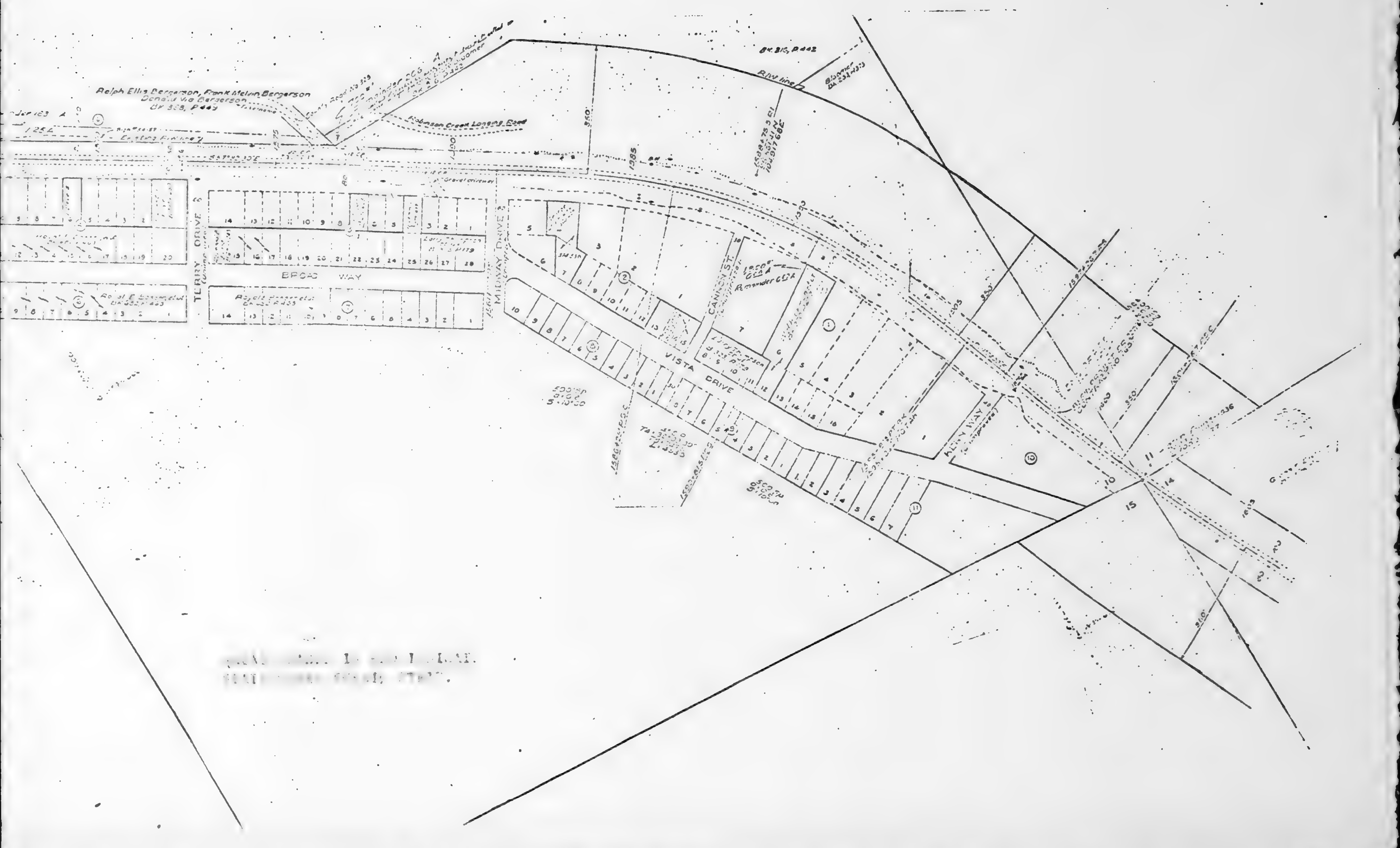
SOUTHSIDE OF THE SUNSET HIGHWAY

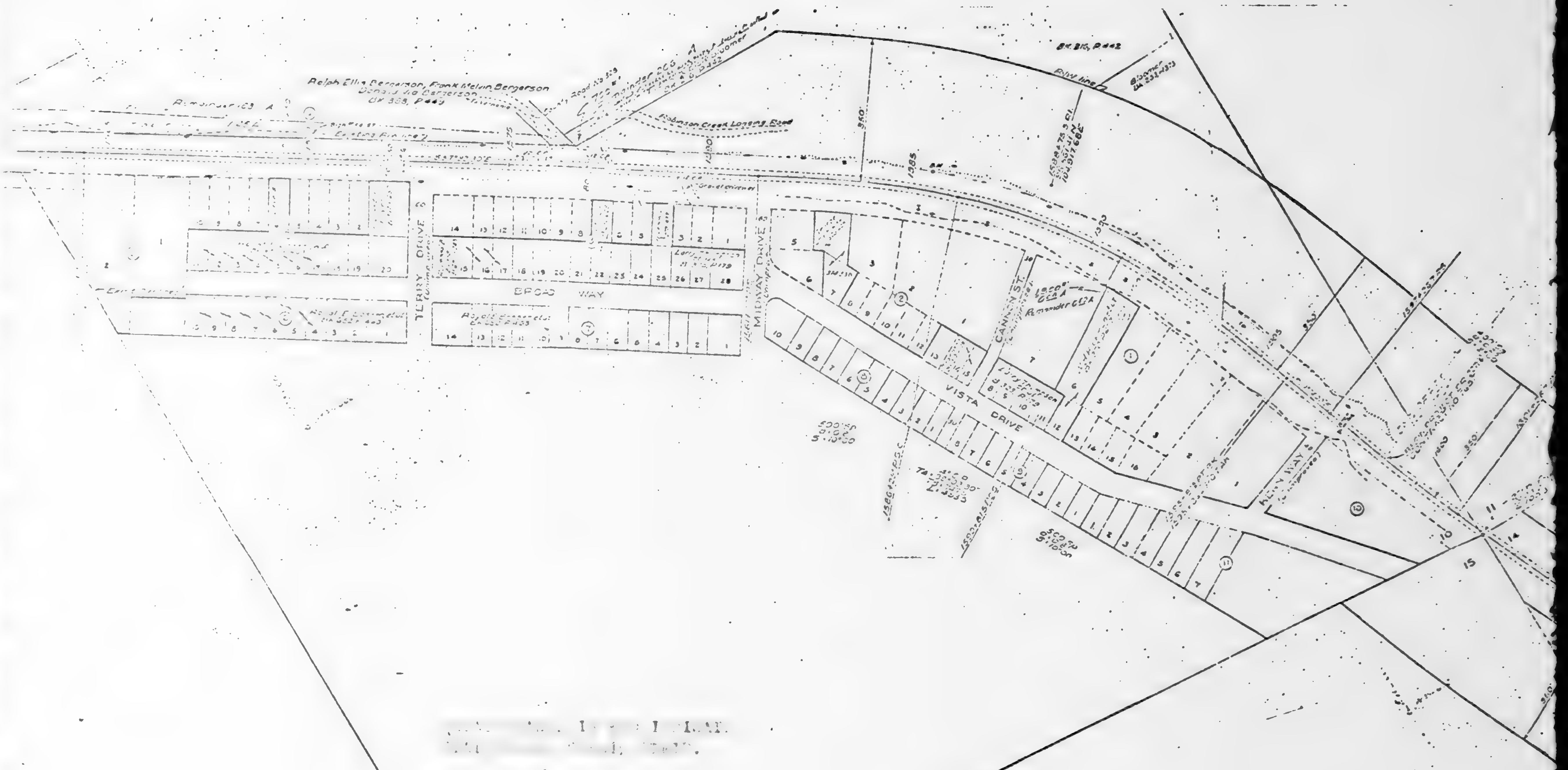
From Station:	To Station:
1562+85	1567+05
1593+90	1595+30

NORTHSIDE OF THE SUNSET HIGHWAY

From Station:	To Station:
1580+00	1588+35
1589+30	1591+55
1593+35	1596+60
1597+15	1598+85

In all cases, these Right of Way needs are very minor and do not drastically effect the width of the scenic strips. The scenic strip and proposed right of way needs are shown on the attached map.


Ralph Ellis Bergerson, Frank Melvin Bergerson
Donald Via Bergerson
Bk 358, P 449
Robinson Creek Logging Road
Existing R/W line
Gravel driveway
Bk 315, P 442
R/W line
TERRY DRIVE
BROAD WAY
MIDWAY DRIVE
VISTA DRIVE
CANNON ST.
1985
1975
350
15
14
11
10



Ralph Ellis Bergerson, Frank Melvin Bergerson
Donald W. Bergerson
Bk 388, P 449
Robinson Creek Logging Road
Existing Fir line
Remainder GCG
Bk 216, P 442
TERRY DRIVE
BROAD WAY
MIDWAY DRIVE
CANNON ST.
VISTA DRIVE

TABULATION SHEET
Sheet 1 of 1 Sheet

RIGHT OF WAY COST SUMMARY
E. Timber Intersection-M.P. 39.1 Section
Sunset Highway
Prefix 34-1452-913

NAME	R/w File No.	MOVING COST	ADDITIVE COST	INCIDENTAL COST	DEMOLITION COST	REAL PROP. COST	TOTAL
. International Paper Co.	48091	0	0	60	0	2,220	2,280
. De Young, Elizabeth I.	48092	0	0	160	100	7,000	7,260
3. Johnson, Gladys	48093	0	0	40	100	1,500	1,640
. Leland, J.D.	48094	0	0	30	0	1,120	1,150
. Longview Fiber Co.	19444	0	0	150	0	11,500	11,650
. Bergerson, R.E., F.M., D.V.	48095	0	0	115	0	4,725	4,840
. Hickman, Wm. H. & Lillie	18727	0	0	5	0	100	105
. U.S.A. (Bonneville Power Administration)	19377	0	0	5	0	110	115
TOTALS		0	0	565	200	28,275	29,040

E. TIMBER INTERSECTION-M.P. 39.1 Section
SUNSET HIGHWAY
WASHINGTON COUNTY
Prefix 34-1452

AMENDED ACCESS PROVISIONS

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Page 2 - Amended Access Provisions
E. Timber Intersection-M.P. 39.1 Section
Sunset Highway
Washington County

File #	Owner	Side	Top Surface Width	To be Constructed by	Station	Remarks
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APPROVED ______________________
Road Design Engineer

APPROVED ______________________
Right of Way Engineer

APPROVED ______________________
Asst. State Highway Engineer

SUBMITTED ______________________
Liaison Agent

RECOMMENDED ______________________
Locating Engineer

APPROVED ______________________
Regional Engineer

RELOCATION REPORT

E. TIMBER INERSECTION-M.P. 39.1
SUNSET HIGHWAY
Prefix 34-1452-913

The area of this report extends from Engineer's center line Station 1513+00 on the west near the Wolf Creek Bridge to Station 1591+80 on the east.

None of the ownerships in this section will require relocation. Therefore, replacement housing is not required for this project.

Henry M. Brindley
HENRY M. BRINDLEY
District Liaison Agent

Melvin C. Monroe
MELVIN C. MONROE
Right of Way Agent

OUTDOOR ADVERTISING SIGNS

E. Timber Intersection-M.P. 39.1
Sunset Highway
Washington County
Prefix 34-1452-913

STATION	SIDE	LAND OWNER	SIGN OWNER	PERMIT No., YEAR
1522+50	Right	International Paper Co.	International Paper Co.	On Premise --
1523+30	Left	Elizabeth De Young	Ralph Martin	On Premise "For Sale" sign and Texaco sign.
1526+50	Left	Gladys Johnson	Gladys Johnson	On Premise --
1527+00	Left	" "	" "	" "
1531+00	Left	Elizabeth De Young	Elizabeth De Young	On Premise -- Texaco sign
1570+00	Left	Ralph E., Frank M. & Donald V. Bergerson	Lucky Sign Co. Portland, Oregon	1L-10 1973 Advertised Ocean Front Motel on east side and Park Havill- and Hotel on west si

WATER WELLS

E. Timber Jct.-M.P. 39.1
Sunset Highway
Washington County
Prefix 34-1452-913

Property No.	Owner	Location (sta. & distance from C.L.)
Ln #2	De Young, Elizabeth I.	1535+00 180' Left
Ln #3	Johnson, Gladys	1528+00 200' Left

None of the above wells are affected by the widening project.

Henry M. Brindley
HENRY M. BRINDLEY
District Liaison Agent

DEMOLITION

E. Timber Jct.-M.P. 39.1
Sunset Highway
Washington County
Prefix 34-1452

Property No.	Owner	Location	Remarks
Ln #1	International Paper Co.	1522+20	Remove sign
Ln #2	De Young, Elizabeth I.	1531+20	Remove sign & gas pump island
Ln #3	Johnson, Gladys	1526+50 1527+50	Remove sign Remove sign
Ln #6	Bergerson, R.E., F.M. & D.V.	1570+00	Remove sign

[illegible] ESTIMATE OF RIGHT OF WAY COST

Owner International Paper Co.

Address P.O. Box [illegible], Longview, Washington 98632

Phone 206- 423-[illegible]670

Contract Purchaser None

Address

Phone

Lessee None

Address

Total Area 138.0 Ac. Acquisition 0.61 Ac.

Remaining Right 137.4 Ac. Left

Ln #1

File No. 48091

Line Designation

Section E. Timber Inter.-

MP 39.1

Highway Sunset

County Washington

Limits of Acquisition:

Sta. 1513+00 Sta. 1525+70

Date of Report 1/23/73 amended 12/12/73

Nature of property acquired: Undeveloped timber land.

How does acquisition affect balance of grantor's property? Minor reduction in area.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Access controlled to the Sunset Highway, no existing driveways to the highway. Remainder will have access to the Timber-Vernonia County Road.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: None

Land Service Facilities (conduits, pipelines, underpasses, etc.): None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Undeveloped timberland	0.61 Ac.	$2,000/ac.	$1,220
Improvements:	Sign			1,000
Damages:	None			

Total Real Property Estimate $2,220

Moving [illegible]: $ -0-
Additional [illegible]: $
[illegible]
[illegible]

H. D. Brindley
John E. Baker

[illegible] M. Brindley, Liaison Agent
John E. Baker

E-63[illegible]
Rev. [illegible]-71

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner DeYoung, Elizabeth L. ~~XXXXXXX~~ Ln #2 File No. 48092

Address 10765 S.W. Greenburg Rd., Line Designation

Tigard, Oregon 97223 Phone Section E Timber Interchange -

Contract Purchaser Ralph Martin MP 39.1

Address 3480 NW 178th, Portland, Oregon Highway Sunset

Phone 654-1323

Service Station: John Reeba (phone 357-8565)

Lessee Star Route Box 1925 County Washington

Timber, Oregon 97144

Address CONTINUED - over. Limits of Acquisition:

Total Area 18.46 Ac. Acquisition P_1 0.36 Ac. P_2 0.33 Ac. Sta. 1522+00 1530+10 Sta. 1526+40 1537+45

Remainder Right Left 17.77 Ac. Date of Report 1/23/73 amended 12/11/73

Nature of property acquired: Highway frontage with commercial improvements, driveways and sign.

How does acquisition affect balance of grantor's property? Slight reduction in depth.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Access will be controlled to the Sunset Highway except for three approaches which will be reestablished by the State at Stations 1530+[illegible], 1531+60 and 1534+70.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: none

Land Service Facilities (conduits, pipelines, cattlepasses, etc.):
none

[illegible] Relocation [illegible]: ☐ [illegible] ☐ [illegible]

☐ [illegible] ☐ [illegible]

Land: commercial [illegible] Ac. [illegible],600 [illegible]

Improvements: sign, AC & gravel driveways 1,100

Damages: to remaining improvements 700

[illegible] $7,000

Moving Estimate: [illegible]
Additional Payment: [illegible]
Incidental Expenses: [illegible]
Demolition Estimate: [illegible]

R-631
Rev. [illegible]

Before

Subject is an oddly shaped lot having an area of 138.0 Ac. It is bounded on the north by the Sunset Highway and on the east by the Timber-Vernonia Highway. The property is the Vernonia Tree Farm of the International Paper Co. Approximately 300' south of the present R/W is the tree farm headquarters consisting of a residence, office and storage buildings. At station 1522+50 is located a sign identifying the Vernonia Tree Farm. Access will be controlled to the Sunset HIghway to which there are no existing approaches.

Taking

The taking is a narrow strip directly abutting the present Sunset Highway R/W. It is 1,300' in length and has a maximum width of 40'. The identification sign, measuring 15' x 30' will be in the taking. No driveways will be in the taking. The area of taking is covered with timber.

After

The only effect of the taking will be a minor reduction in area and removal of the identification sign. The operation of the tree farm will not be altered. The remainder will have access to the Timber-Vernonia County Road.

LESSEE (continued): Cafe: Mr. & Mrs. Hallman Stedman SFP: Mr&Mrs Hallman Stedman
Star Rt. Box 1925
Timber, Oregon 97144

Star Route Box 1925
Timber, Oregon 97144

Mobile Home: Vic Cuda, Star Rt. Box 1930, Timber, Oregon 97144

Subject property is an oddly-shaped lot on the north side of the Sunset Highway. It contains 38.[illegible] acres with a length of 1500 ft. It is on the NW quadrant of the Sunset Highway and the Vernonia Road. The eastern property line is the Nehalem River. The property is bisected by the Vernonia Road.

The land west of the Vernonia Road is undeveloped and covered with grass, brush and some second growth trees. There are 450 ft. of highway frontage to this portion. The taking is an approximately 35' wide strip along this frontage. A small sign is located at 1523+30 and advertises the property for sale. Access will be controlled in the after situation to this parcel. There are no existing approaches.

The second piece of the property is a triangular lot with the Nehalem River on the east, the Sunset Highway to the south and the Vernonia Road to the north. Situated on the property are a Texaco service station, a cafe and a mobile home. The taking is a narrow strip from the Vernonia Road east to the Nehalem River. It varies from 10' wide on the west to 50' in width on the east.

The service station sits close to the highway intersection and has access to both highways. The pump island is parallel to the Sunset Highway. The station proper is approximately 45' from the present R/W line. A small Texaco sign sits on the proposed R/W. The taking is about 10' wide in front of the station and will include parts of two AC driveways and part of the parking apron on the highway side of the pump island. The taking will probably necessitate moving the island towards the station building.

To the east of the service station is a small restaurant which is approximately 65' from the present R/W line. The area between the cafe and the station is gravelled. The taking will not affect the cafe. Two approaches will be re-established to the service station and cafe. They will both be 30' wide and will be located at Stations 1530+60 and 1531+60.

Towards the Nehalem River from the commercial establishments is located a mobile home. The occupant owns the mobile home and rents the space. The home sits 50' from the existing R/W line. The taking will be 30' wide at this point. One access is to the Sunset Highway at Station 1534+70 and will be re-established. All other access to the Sunset Highway will be controlled.

On the northern part of this tract is located a house built in 1972. The water well or wells for the property and the septic systems are located on the northern part of the lot and will not be affected by the taking.

L[illegible]ON ESTIMATE OF RIGHT OF WAY

Ln #3

Owner Hackenburg, Phillip E.

File No. 48093

Address

Line Designation

Phone

Section E. Timber Inter.-

MP 39.1

Contract Purchaser Theel, Merle E.

Address 11210 S.E. Fuller Road

Highway Sunset

Portland, Oregon Phone 357-3782

Lessee None

County Washington

Address

Limits of Acquisition:

Total Area 0.51 Ac. Acquisition 0.04 Ac.

Sta. 1526+45 Sta. 1527+45

Remainder Right Left 0.47 Ac.

Date of Report 1/23/73 Amended 12/11/73

Nature of property acquired: Triangular shaped piece of land with section of driveway, parking and two signs.

How does acquisition affect balance of grantor's property: Slight reduction in size.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Controlled to the Sunset Highway except that the State will reestablish two 30' driveway approaches at 1527+25 and 1528+55. Access uncontrolled to the Timber-Vernonia Co. Rd.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: None

Land Service Facilities (conduits, pipelines, underpasses, etc.):
None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

	Type	Size	Unit Value	Total Value
Land:	Commercial	0.04 Ac.	$7,500/ac.	$300
	Driveway & Sign			$1,200
Improvements:				
Damages:				

Total Real Property Estimate $1,500

Moving Benefits: $ -0-
[illegible]: $ -0-
[illegible] Estimate:
[illegible]:

[illegible] Agent
John Bal[illegible]

6-1-[illegible]

Before

Subject is an oddly shaped lot on the northwest quadrant of the intersection of the Sunset Highway and the Vernonia Road. It contains 0.51 Ac. Situated at the back of the property is a small shop which sells antiques, sandwiches and an office for pond angling. Access is to the Sunset Highway and the Vernonia Road. There are presently three driveways. Situated to the north of the subject is a 2.13 Ac. tract also owned by Mr. Merle E. Thorud. On this property are located several commercial fish ponds and a well.

Taking

The taking will be a triangular shaped parcel at the southwest corner of the property containing 0.04 Ac. The taking measures 110' along the western frontage on the Sunset Highway. It has a maximum depth of 35'. Included in the taking will be a small section of the western most driveway. Two advertising signs will be in the taking. The msot western sign is a double billboard type which advertises the business operating on the premises. The other sign at the eastern end of the taking is a pole type with several plastic and plywood signs attached.

After

The remainder will have an area of 0.47 Ac. The operation of the enterprise will remain virtually the same. Access will be controlled to the Sunset Highway except that the State will re-establish two 30 ft. driveway approaches at stations 1527+25 and 1528+35. The remainder will also have access to the Timber-Vernonia County Road.

LIAISON ESTIMATE OF RIGHT OF WAY CO

Owner J.D. Leland

Address 315 Montgomery Street, Room 315

San Francisco Phone

Contract Purchaser None

Address

Phone

Lessee None

Address

Total Area 51.0 Ac. Acquisition 0.56 Ac.

Remainder Right 50.4 Ac. Left

File No. 48094 Ln #4

Line Designation

Section E. Timber Inter - MP 39.1

Highway Sunset

County Washington

Limits of Acquisition:

Sta. 1529+10 Sta. 1539+50

Date of Report 1/23/73 amended 12/12/73

Nature of property acquired: 40' x 1000' undeveloped strip of agricultural and timber land.

How does acquisition affect balance of grantor's property? Slight reduction in area.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Controlled to the Sunset Highway, no existing approaches. Remainder will have access to the Timber-Vernonia County Road.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: None

Land Service Facilities (conduits, pipelines, underpasses, etc.):

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUATIONS

	Type	Area	Unit Value	Total Value
Land:	Agriculture & Timber	0.56 Ac.	$2,000/Ac.	$1,120
Improvements:	none			
Damages:	none			

Total Real Property Estimate $ 1,[illegible]

Moving Estimate: $ -0-

Additive Estimate: $ -0-

Incidental's Estimate: $ -0-

Demolition Estimate: $ -0-

Henry A. Brinkley Liaison Agent

John E. Baker

E-071

Rev. [illegible]

Before

The subject is an oddly shaped lot in the southeast quadrant of the Sunset Highway and the Timber-Vernonia Highway. It contains 51.0 Ac. and is bounded by the Timber-Vernonia Highway to the west, the Sunset Highway to the north, and the Nehalem River to the east. The lot is approximately 2/3 of a mile long. The property is covered with brush and second growth fir.

Taking

The taking is a thin strip directly abutting the Sunset Highway. It measures approximately 1000 ft. with a maximum width of 35 ft. It is covered with grass and Scotch broom. The area of the taking is 0.56 Ac. There are no improvements or driveways in the taking. Access to the Sunset Highway will be acquired.

After

The remainder will have an area of 50.44 Ac. The effects of the taking are very minor, being basically a reduction in area. Access to the Sunset Highway will be controlled. The remainder will have access to the Timber-Vernonia County Road.

[illegible] ESTIMATE OF RIGHT OF WAY CO[illegible]

Owner Longview Fib[illegible] Co.
Ln #5
File No. 19444
Address Longview, Washington 98632
Line Designation
Phone 206-425-1550
Section E. Timber Inter.- MP 39.1
Contract Purchaser None
Address
Highway Sunset
Phone
Lessee None
County Washington
Address
Limits of Acquisition:
Total Area 1674.71 Ac. Acquisition 3.00 Ac.
Sta. 1537+00 Sta. 1563+00
Remainder xxxxx Both sides xxxx 1671.71 Ac.
Date of Report 1/23/73 amended 1/17/74

Nature of property acquired: Undeveloped timber land with cover of brush and coniferous trees.

How does acquisition affect balance of grantor's property? Extremely minor reduction in size.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Controlled to highway except an approach at 1546+10 right.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock
☐ To be Constructed by State. Explain: None

Land Service Facilities (conduits, pipelines, underpasses, etc.):
None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area
☐ Will Leave Area ☐ Wants to Move His House

	Type	Area	Unit Value	Total Value
Land:	Undeveloped Timberland	3.00± Ac.	$500/ac.	$1,500
Improvements:	Timber			10,000
Damages:				

Total Real Property Estimate: 11,500

Moving estimate:
Additional estimate:
Incidental estimate:
Damages estimate:

L-621
Rev. [illegible]

John E. Baker

Before

Subject is a large timber acreage with an area of 1,674.71 ac., the bulk of which is on the north side of the Sunset Highway. There is approximately one half mile frontage on both sides of the Sunset Highway. A Bonneville Power Administration right of way projects into the southerly portion and crosses the Sunset Highway to the Timber Substation on the Timber-Vernonia County Road. The terrain varies from level to mountainous and is covered with brush and second growth coniferous trees. There is one existing approach to the property from the highway. It is located at 1546+10 on the southern side of the highway.

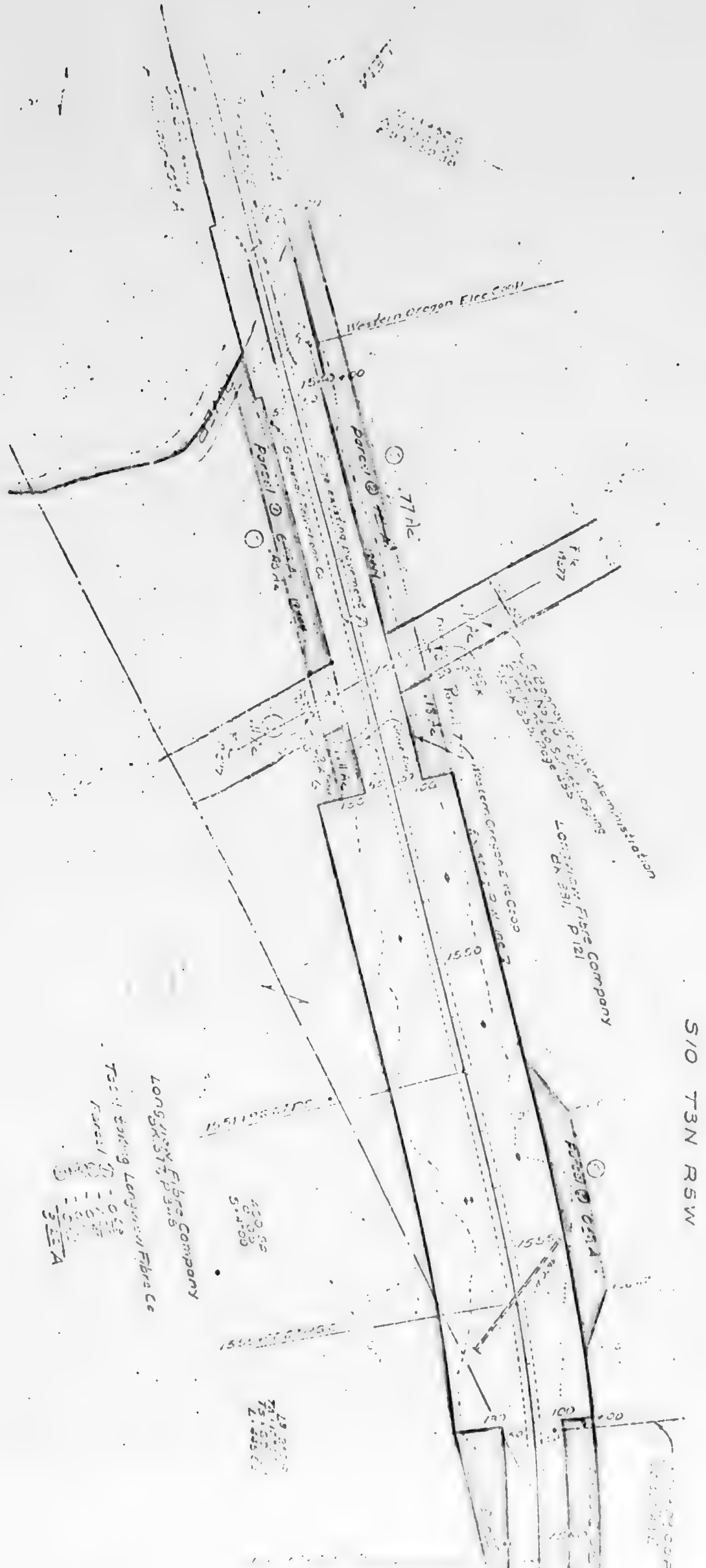
Acquisition

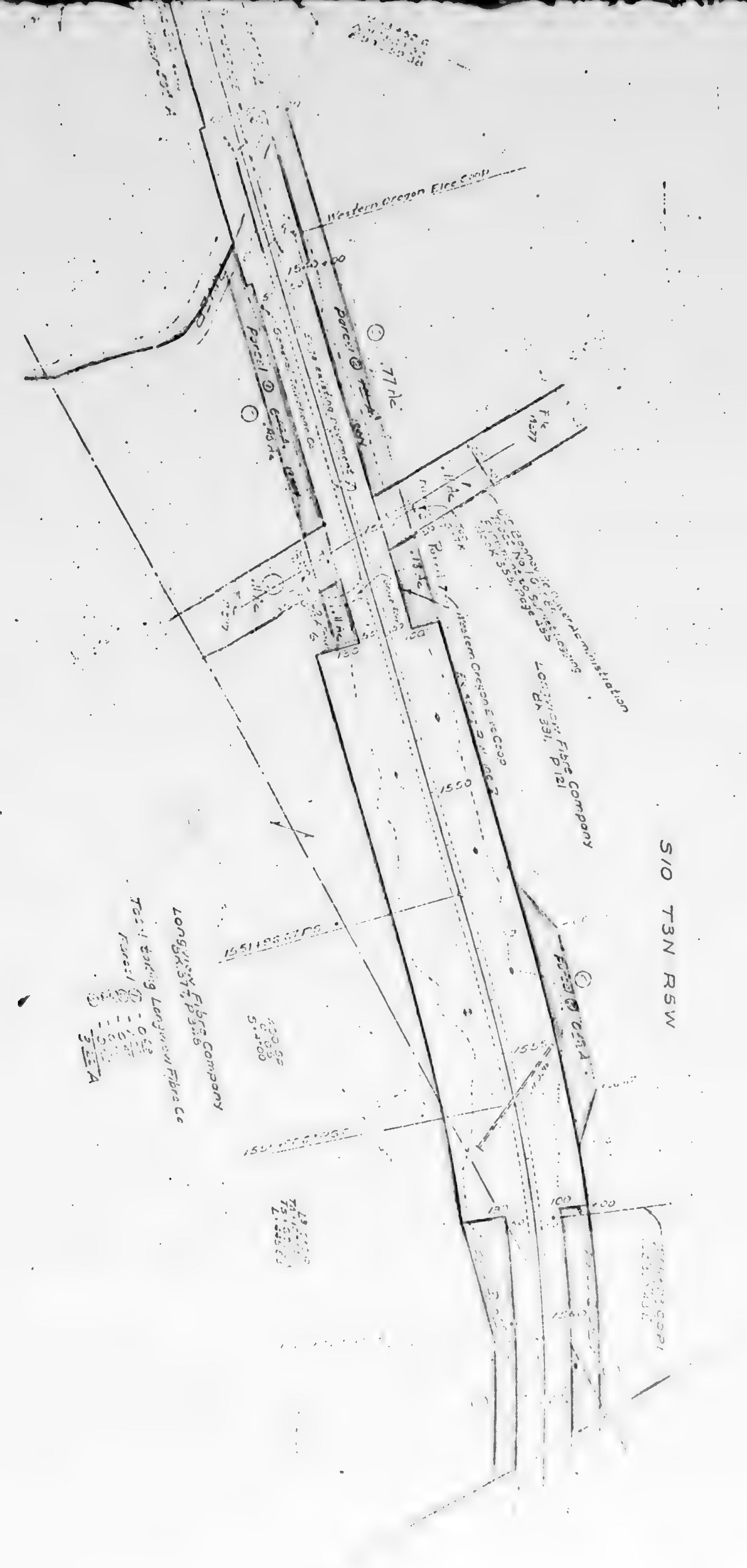
The needed right of way consists of seven parcels, all abutting the Sunset Highway. All access to the highway will be acquired except for one approach at Station 1546+10 left,which will be reconnected. The seven parcels are as follows:

	STATION	ACRE	LENGTH	WIDTH	SIDE OF HWY.	NATURE OF PROP.
1.	1539+50 to 1544+80	0.45 Ac.	550'	40'	south	Slopes up to east from Nehalem Rive Brush & new growt fir.
2.	1537+00 to 1544+50	0.77 Ac.	720'	50'	north	Same as above.
3.	1552+00 to 1557+00	0.46 Ac.	500'	50'	north	A 50' gully, tree covered.
4.	1558+00 to 1563+00	0.55 Ac.	500'	70'	south	Same as above.
5.	1558+00 to 1562+20	0.47 Ac.	420'	50'	north	Nearly level. Sme growth fir and brush.
6.	1545+70 to 1547+00	0.11 Ac.	120'	40'	south	Brush & new growt timber.
7.	1545+30 to 1547+00	0.18 Ac.	170'	[illegible]	north	Brush & new growt timber.
	TOTAL =	3.00 Acres				

After

The remainder will have an area of 1,671.71 ac. [illegible] will be an extremely minor reduction in size. [illegible] 15' wide driveway approach at Station 1546+10 on the [illegible] side of the Sunset Hwy.


S/O T3N R5W
Longview Fibre Company
Vol 331, P 121
Western Oregon Elec. Coop
Bonneville Power Administration
Parcel 1
Parcel 2
Parcel 3
.77 Ac
1550
1555
Longview Fibre Company
Bk 377 P 325
Total taking Longview Fibre Co
Parcel 1
A


Western Oregon Elec Coop
1550+00
Parcel ①
.77 Ac
Parcel ①
.45 Ac
Parcel 7
.13 Ac
Western Oregon Elec Coop
Longview Fibre Company
Bk 391, P 121
1550
1555
100
S/10 T3N R5W
Longview Fibre Company
Bk 357, P 356
Total taking Longview Fibre Co
1560

LIAISON ESTIMATE OF RIGHT OF WAY COST

Owner Ralph E., Frank M. and Donald V. Bergerson ~~xxxxxxx~~ Ln #6 File No. 48095

Address Timber Route

Vernonia, Oregon 97064 Phone 429-7672

Line Designation

Section E. Timber Inter.

MP 39.1

Contract Purchaser None

Address

Phone

Highway Sunset

Lessee None

County Washington

Address

Limits of Acquisition:

Total Area 185.61 Ac. Acquisition 1.25 Ac.

Sta. 1562+00 Sta. 1576+00

Remainder Right Left 184.36 Ac.

Date of Report 1/24/73 amended 12/12/73

Nature of property acquired: Narrow strip of timber land and small sign.

How does acquisition affect balance of grantor's property? Minor reduction in size.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: Controlled to the Sunset Highway. No existing approaches. Remainder will have access to the Timber-Vernonia County Road and County Road #348.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: None

Land Service Facilities (conduits, pipelines, undercrossings, etc.):
None

Occupant Relocation Plans: ☐ [illegible] ☐ Will Stay in Area

☐ Will [illegible] ☐ [illegible]

	Type	Area	Unit Value	Total Value
Land:	Undeveloped Timber Land	1.25 Ac.	[illegible]	$625
Improvements:	Timber & Sign			$4,100
Damages:	None			

[illegible] $4,725

Moving Estimate: $ -0-
Additive Estimate: -0-
Incidentals Estimate: [illegible]
Demolition Estimate: $ -0-

R-31
Rev. 6-1-71

(OVER)

Before

Subject is a somewhat square lot on the north side of the Sunset Highway with an area of 185.61 Ac. The terrain is fairly rough and is covered with brush and second growth timber. The Vernonia Road and a gravel county road divide the property. There are 1400 feet of frontage on the Sunset Highway. There are no driveway approaches to the highway, the only access is to the county road. There is a double billboard at station 1570+00 which measures 4' x 6'. It advertises the Ocean Front Motel and the Park Haviland Hotel.

Taking

The taking is a long strip abutting the highway. It contains 1.25 Ac. and measures 1400' in length with a maximum width of 55'. The billboard will be in the taking. Access rights to the Sunset Highway will be acquired.

After

The remainder will have an area of 184.36 Ac. The only effect will be a slight reduction in size and controlled access to the Sunset Highway. The remainder will have access to the Timber-Vernonia County Road and Washington County Road No. 328.

[illegible] ESTIMATE OF RIGHT OF WAY CO

Owner: William L. & Lillie Higham
Address: P.O. Box 27
Los Fresnos, Texas 78566 Phone
Contract Purchaser: None
Address:
Phone
Lessee: None
Address:

File No. 18727 Ln #7
Line Designation
Section E. Timber Inter.
M.P. 39.1
Highway Sunset
County Washington
Limits of Acquisition:
Sta. 1590+85 Sta. 1591+00

Total Area 28,524 s.f. Acquisition 1,800 s.f.
Remainder Right 26,724 s.f. Left
Date of Report 7/24/73 Amended 12/12/73

Nature of property acquired: Narrow strip of timber land.

How does acquisition affect balance of grantor's property? Reduction in size.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of grantor, and miscellaneous information where applicable)

ASSUMPTIONS - Access: controlled/ no existing approaches to the Sunset Hwy. /

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State. Explain: None

Land Service Facilities (crossings, pipelines, underpasses, etc.):
None

Occupant Relocation Plans: ☒ None Required ☐ Will Stay in Area
☐ Will Leave Area ☐ Wants to Move His House

VALUATION

	Type	Area	Unit Value	Total Value
Land:	Rural Tract	0.044 Ac.	$2,000	$100
Improvements:	None			
Damages:	None			

Total Real Property Estimate $ 100

Moving Costs: $ 0
Additional [illegible]: $ 0
Incidental Expenses: $ [illegible]
Replacement Housing: $ [illegible]

L-631
Rev. [illegible]

[illegible] C. [illegible]

BEFORE

Subject property consists of lots 6 and 12, Block 1 of the Sunset Addition. It has an area of 28,524 s.f. There has been no development in this subdivision. Frontage on the Sunset Highway is approximately 100'. The ground cover is second growth coniferous trees. There are no existing approaches from the property to the Sunset Highway.

TAKING

The taking of 1800 s.f. is a 20' strip across the northern end of the property. It contains brush and trees. Access rights to the Sunset Highway.

AFTER

The remainder will have an area of 26,724 s.f. The effect of the taking will be a slight reduction in size. Access will be controlled to the Sunset Highway. The remainder will have access to the interior road system of the Sunset Addition.

[illegible] ESTIMATE OF RIGHT OF WAY C[illegible]   Ln #8

Owner: United States of America   File No. 19377

Address: (Bonneville Power Admin.)   Line Designation

1002 N.E. Holladay St. Portland, Phone 234-3361   Section E. Timber Inter.

Contract Purchaser   M.P. 39.1

Address   Highway Sunset

Phone

Lessee: None   County Washington

Address   Limits of Acquisition:

Total Area   Acquisition 0.22 Ac.   Sta. 1544+50   Sta. 1545+70

Remainder Right   Left   Date of Report 1/17/74

Nature of property acquired: Two small parcels of BPA R/W, vacant with no improvement.

How does acquisition affect balance of grantor's property? No effect except minor reduction in size.

(On reverse side of this sheet, give description of entire property before and after value estimates, type of ground and miscellaneous information where applicable)

ASSUMPTIONS - Access: Controlled to Sunset Highway. Approach serving land parcel on south side of highway at Sta. [illegible] will be reconnected. Land parcel on north side of hwy. will have access from Timber-Vernonia County Road.

Fencing: ☐ Contains Livestock ☐ Does Not Contain Livestock

☐ To be Constructed by State   Explain: None

Land Service Facilities (conduits, pipelines, underpasses, etc.):

None

Occupant Relocation Plan: ☒ None Required ☐ Will Stay in Area

☐ Will Leave Area ☐ Wants to Move His House

VALUE DATA

	Type	Size	Unit Value	Total Value
Land:	Power Right of Way	0.22± ac.	$500/ac.	$110
Improvements:				
Damages:				

Total Real Property Estimate $ 110

Moving Estimate: $ 0
Additive Estimate: 0
Incidentals: 0
Demolition Estimate: 0

[illegible]
JOHN H. PARKER

R-631
Rev. [illegible]

BEFORE

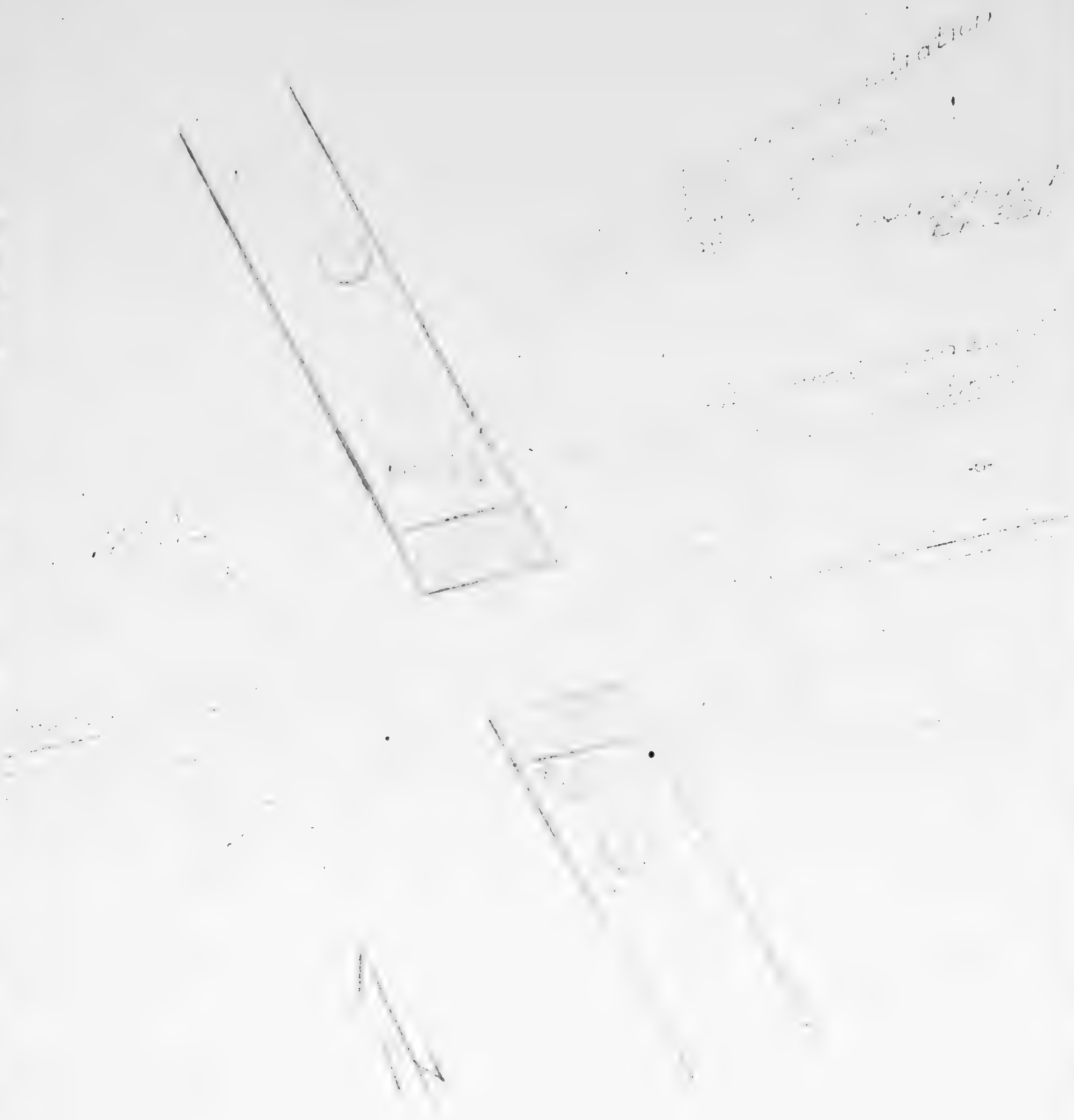
Subject is a Bonneville Power Administration power line right of way. It serves the Timber substation from the south. At the Sunset Highway this right of way is 100 ft. wide, and accommodates two power lines. Access to the northern parcel is through the substation located on the Timber Vernonia County Road. Access to the southern parcel is through an approach at Sta. 1546+10.

ACQUISITION

Right of Way needs will require 0.114 ac. from each side of the Sunset Highway. Each parcel will measure approx. 50' deep by 100' wide. Both parcels are vacant and acquisition will not include any BPA equipment. Acquisition will include complete access control to both parcels from the Sunset Highway.

AFTER

The acquisition will leave the remainder virtually unchanged except as to a very minor reduction in acreage. The BPA operation will not be effected. The State will reconnect the approach which BPA shares with the Longview Fibre Co. at 1546+10 right.



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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE January 8, 1974

TO James H. Versteeg
Road Design Engineer

FROM for John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
E. Timber Intersection-M.P. 39.1 Section
Sunset Highway
Washington County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:HA

attachments

Henry M. [illegible]
Liaison Agent
Location

RECOMMENDED
APPROVED

1 ✓
4
2 T
3 Scott
Swenson
R. Olson
Trout

Reviewed 1/29/74 O.K.
T.

APPROVED
APPROVED
APPROVED

E. TIMBER INTERSECTION-M.P. 39.1 SECTION

SUNSET HIGHWAY
WASHINGTON COUNTY
Prefix 34-1452

ACCESS PROVISIONS

Property Number	Owner	Side	Top Surface	To Be Constructed By	Station	Remarks
2	Martin, Ralph	Left Left Left	30' 30' 16'	State State State	1530+60 1531+60 1534+70	Re-establish 2 driveway approache to service station and restaurant. One driveway approach to mobile homesite.
3	Thorud, Merle E.	Left Left	30' 30'	State State	1527+25 1528+55	Re-establish 2 driveway approaches to shop.
5	Longview Fibre Co.	Right	16'	State	1546+10	Re-establish one driveway approach to Longview Fibre Co. acreage and Bonneville Power easement.

APPROVED
~~Construction Engineer~~ Road Design Engineer

APPROVED
Right of Way Engineer

APPROVED Ed Hunter
Asst. State Highway Engineer

SUBMITTED Henry M. Brindley
Liaison Agent

RECOMMENDED
Locating Engineer

APPROVED
Regional Engineer

LOCATING ENGINEERS REPORT

E. TIMBER ROAD INTERSECTION-M.P. 39.1 SECTION

SUNSET HIGHWAY

W. J. Scofield
Resident Engineer

May 4, 1972

Purpose of Survey

The purpose of this survey was to obtain field data, and prepare preliminary pl and an estimate of cost for a 1.5 mile four lane widening of the existing two l highway. The section was located on the "flat" approximately ¼ mile west of E. Timber Road intersection and extends east, up a 5% grade, for 1.57 mile to con to a slide correction section presently under construction (Contract No. 7657).

This four lane section will serve the purpose of a climbing lane and passing opportunity on a long 5% grade.

Environmental Affect

There are no adverse environmental affects due to this project. Also there are line changes that might cause complaints due to unsightly abandoned roadbeds.

Typical Section

The typical section consists of four 12 foot travel lanes, a 2 foot median and 4 foot shoulders. A 16 foot median is planned at Timber Road intersection to provide a left turn refuge.

The major cut widening will be on 1½:1 slopes instead of standard 2:1 slopes. This is being planned in order to hold down excess excavation. Existing cut slopes are 1:1 and show no problems.

Access

Access is limited to reconnecting the few existing approaches.

Right of Way

Some intermittent additional right of way will be needed. In past years the state acquired some additional property to preserve adjoining timber strips. There are gaps in this strip acquisition that should be filled in acquiring the right of way needed for this project.

Earthwork

Approximately 60,000 cubic yards of general excavation (all "common" material; required, of which 3,800 cubic yards is considered excess to the project needs. The excess has been specified to be used to widen existing embankments approxim ¼ mile west of the west end of the project. No additional right of way is ne for this disposal of excess excavation.

8137 N. Yamhill Riv.-12th St. 1975
(McMinnville) Pac Hwy. W.
(1.27 mi. paving)

December 10, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 4, 1975, we wrote to you concerning release of final payment on Contract No. 8137 awarded to Rowell & Wickersham for work on N. Yamhill River-12th Street in McMinnville on the Pacific Highway West in Yamhill County.

Final payment on this contract is $17,409.10 and the total contract amount is $166,776.14 including $8,173.68 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Rowell & Wickersham
P. O. Box 472
McMinnville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

November 13, 1975

Rowell & Wickersham Contractors
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8137 for work on the North Yamhill River-12th Street (McMinnville) Section of Pacific Highway West in Yamhill County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 18 days is granted because of corrective work performed on the new pavement under E.W.O. 1, removing and repaving slick spots in the "C" modified overlay. This will delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Dick Hacek

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 10, 1975

FILE: CON 5 #8137

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N. Yamhill River-12th Street
Contract No. 8137
Request for Time Extension

Rowell & Wickersham request an 18-day time extension due to corrective work they performed on the new pavement, removing and repaving slick spots in the "C" modified overlay. All the original contract work was performed by the time the 100 days of contract time allowed had expired July 19. The excess asphalt areas were becoming apparent then and the project went into a stop work period pending further observation and corrective decisions. Corrective work was then performed later in September under a price agreement and extra work order whereby the contractor shared a small part of the direct removal cost and also did the repaving at contract prices which were probably considerably less than his actual cost for the small volume of paving tonnage involved.

Since the State has acknowledged responsibility for the major part of the corrective work done under these added orders, we are obligated to also extend the contract time. The project was completed September 26 with 18 days liquidated damages accrued at $100 per day. We concur with the field recommendations for a complete time extension. This was a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
NOV 10 1975

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 24, 1975, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 118 days, within which to complete our Contract No. 8137, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional work required for digging out and repaving oil spots in the highway.

Respectfully submitted,

ROWELL & WICKERSHAM
Contractor

By Robert H. Morris Office Mgr

CONSENT OF SURETY

Date October 24, 19 75

We, UNITED PACIFIC INSURANCE COMPANY,

Tacoma, Washington

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Mary Stenson
Mary Stenson Attorney-in-fact

Merrill C. Hagan
Resident Agent
Hagan-Hamilton Insurance

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8137 Contractor Rowell & Wickersham

Highway Pacific West

Section N. Yamhill R. - 12th St. (McMinnville)

Kind of Work Paving, Overlay

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

The only work performed after the specified completion date was extra work. This is clearly a justifiable basis for the requested time extension which covers the actual time needed.

(Extra / re-paving slick area)

Recommended for Approval:

~~Division~~ Region Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8137

Project designation State
State Federal

Date awarded March 17, 1975

Work started May 30, 1975

Per cent completed 100% Sept. 26,1975

No. of calendar Workdays Allowed 100

No. of calendar Workdays Used 118

No. of Added calendar Workdays Requested 18

SP*6296-734

SPHALT PAVING EXCAVATING SURFACING GRADING

ROWELL & WICKERSHAM CONTRACTORS

MASONIC BUILDING
PHONE 472-5366

P. O. BOX 472
McMINNVILLE, OREGON

October 10, 1975

Oregon State Highway Department
State Highway Building
Salem, OR 97310

Re: Project #8137 - North Yamhill River, 12th Street, McMinnville, Pacific West, Yamhill County, Oregon.

Gentlemen:

Due to additional work required outside of Project #8137, such as digging out and repaving oil spots in the highway and the time consumed digging out and repaving them, we were unable to complete the Project before the contract time expired.

For the above reasons we would appreciate an extension of time for Project #8137. Time extension requested is from September 9, 1975 to and including September 26, 1975, 18 days. The days used for digging out and patching oil spots were as follows:

September 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 1975.

Sincerely,

Rowell & Wickersham

Robert H. Morris
Office Manager

RHM/mm

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Yamhill R. - 12th St.

WEEK ENDING: October 4, 1975

SECTION PREFIX: 36-0501

HIGHWAY: Pacific West

COUNTY: Yamhill

NAME OF JOB: N. Yamhill R. - 12th St.

KIND OF WORK: Paving, Overlay

CONTRACTOR: Rowell & Wickersham

CONTRACT NUMBER: 8137

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 17, 1975

DATE WORK STARTED: May 30, 1975

ESTIMATED COMPLETION DATE: September 26, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 118

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 118%

PROJECT AUTHORIZATION: $ 217,270.33

EXCLUSIVE OF ENGINEERING: $ 200,527.66

ENGINEERING AUTHORIZATION: $ 17,270.33

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1[illegible]0,000.00

ENGINEERING COST TO DATE: $ 14,414.67

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 9[illegible]%

ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 83 %

DATE PROJECT WAS COMPLETED: September 26, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
				100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.27
MILES PARTIALLY COMPLETED					2.27
MILES COMPLETED					2.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE					6,100 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					6,100 Tons
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0
EQUIPMENT USED DURING THE WEEK					0

Work on project completed 9/26/75.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	
PERCENT	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Sunny	0		Work completed 9/26/75
MONDAY	Clear, Sunny	0		
TUESDAY	Clear, Sunny	0		
WEDNESDAY	Clear, Sunny	0		
THURSDAY	Cloudy, Fair	0		
FRIDAY	Cloudy, Showers	0		
SATURDAY	Cloudy, Showers	0		

RECEIVED
[illegible]
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the final weekly report for this project as all work has been completed 9/26/75.

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E.
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August [illegible], 1975

FILE:

FROM: James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT:

TO: Memo to Files

On August 5, 1975 an inspection of open graded friction coarse pavements on six projects in Region II was made. The inspection was made by Paul Riedl, G. Wimer, J. Walker, C. Gregg and J. Wilson. Resident Engineers Cliff Lehman and Loren Weber were on their projects during the inspection.

Pavements observed were the Polk Station-Dallas project constructed in 1967 and more recently constructed projects; Upper Salt Creek Road-Dolph Corner, S. Yamhill River-Amity, N. Yamhill River-12th St. (McMinnville), Chehalem Cr.-Dundee and Lancaster Dr. S.E.-Deer Park Dr. S.E. sections. A modified Class "C" mix was used on each of the projects.

Areas of pavement with excess surface asphalt on the Amity and McMinnville projects have been sampled and tested. Gradation, asphalt content, percent compaction and void content tests were made on cores sampled from areas observed with excess asphalt and adjacent pavement in the same panel. Enclosed are test reports #75-15851 through #75-15861.

The overall condition of the pavement constructed in 1967 on the Polk Station-Dallas project is very good. Something like 8 to 10 small fat spot areas of excess surface asphalt were found in the northbound panel on the north end and south end of the project. These small areas of excess asphalt have existed since soon after construction of the pavement. The contractor, Salem Road and Driveway, hauled the mix from their Mill Creek plant in Salem and experienced problems with asphalt migration. Mix containing excess asphalt, which was at the bottom of nearly every truck load, had to be removed by hand. Our records for the project indicate that the mix temperature at the paving machine was as high as 280° F which probably accounts for the areas of asphalt migration. Temperature of the mix was in the 250 to 260° F range for the majority of the paving. Also, the original 8.0 percent design asphalt content used on the south end of the project was on the high side and was reduced to 7.5 percent soon after the beginning of construction.

RECEIVED

Paving on the Upper Salt Creek Road-Dolph Corner section has no areas of excess surface asphalt. Although, the long haul of 30 miles from the Corvallis Sand & Gravel plant could have resulted in asphalt migration problems. The indicated lack of fat spots probably resulted from the lower than average asphalt content of 7.2 percent, and the low laydown temperatures of the mix at 205 to 220° F. Some minor areas of pavement surface roughness were found on the project, which could have been from screed pull resulting from the low laydown temperatures. Also, our mix design testing for the project indicates a sufficient to thick asphalt coating of the aggregates at the construction and design asphalt contents of 7.2 and 7.3 percent. A mix with this moderate asphalt film thickness would have little potential for asphalt migration during hauling or laydown.

Another pavement which had no visible area of excess surface asphalt was the Lancaster Dr.-Deer Park Dr. section. Our records indicate that mix laydown temperatures during paving were at a low level of 205 to 215° F. Since the design and construction asphalt contents of 7.5 and 7.6 percent provide a very thick asphalt coating of the aggregates, the lack of visible asphalt migration is probably the result of the low laydown temperatures. During paving on the project some asphalt fat spots were noted right behind the laydown machine. Although these areas of high asphalt content seemed to immediately disappear into the mat before rolling, it was obvious that some minor asphalt migration had occurred during hauling. While driving over the pavement later during a moderate rainfall, small areas of asphalt migration could be seen where water runoff into the pavement was not as great as in the majority of the pavement. The average length of haul on the project from Salem Road and Driveway Co. was 2 miles, which reduces the potential of asphalt migration.

No areas of excess surface asphalt were found in the eastbound panels or inside westbound panel on the Chehalem Creek-Dundee project. Several areas of fat spots were found in the wider 20 foot outside westbound panel. A screed mark where the laydown machine had stopped waiting for material was adjacent to each area of surface asphalt. It looks as though the fat spots resulted from asphalt migration when the mix was held in the machine for a longer period of time during laydown of the wider panel. The design and construction asphalt content of 7.5 and 7.6 percent provided a thick to very thick asphalt coating of the aggregate. Although this level of asphalt film thickness could be subject to asphalt migration problems; the lack of migration on the majority of the project probably resulted from the comparatively low laydown temperatures of 215 to 220° F, with a high of 240° F during the last day of paving. The length of haul on the project was approximately 5 miles.

Small areas of excess surface asphalt were found in several locations on the S. Yamhill River-Amity project. The mix temperature at laydown was in the 240 - 260° F range, which is excessive for an open graded mix, and probably was the major factor resulting in asphalt migration. The mix design and construction asphalt contents of 7.5 and 7.4 percent provided a very thick asphalt coating of the aggregates, which would result in a tendency towards asphalt migration in the mix during hauling. The comparatively long haul of 20 to 25 miles from the Salem Road & Driveway Mill Creek plant is another factor which contributes towards asphalt migration. Test reports #75-1560 and 1561 show that asphalt content of mix is extremely high at 12.3 percent in the center of the fat spot sampled, and 9.3 percent just outside the fat area. Also, the gradation of the aggregates indicate that the mix contains excess material pass #10 sieve and excess pass #200. With the excess pass #10 and pass #200 sieves, the tendency towards excess asphalt is increased, because the aggregates do not have sufficient void content to hold the design volume of asphalt.

Paving on the McMinnville project has several large areas (something like ten square feet in size) with excess surface asphalt on the south end of the section, and smaller one-half square foot fat spots towards the north end. The larger areas with excess asphalt are in the paving laid during the first two days of Modified "C" construction. Project records indicate that the mix temperature on the road was 265 to 275° F for this period of paving. On the third through fifth day of paving, the mix temperature was reduced to 215° F and was then raised to the 240 to 245° F for the completion of paving. It looks like the size of asphalt fat spots on the project is directly related to mix temperature at laydown. Also, the effect of excess mix temperature is indicated when comparing the amount of asphalt migration found on the McMinnville section to that found on the Chehalem Cr.-Dundee section, with laydown temperatures of 215 to 220° F. Since both projects were paved by the same contractor using the same equipment, aggregate source and asphalt brand, it appears that the experience on the McMinnville project resulted in the success with few problems on the Dundee section. With the construction asphalt content on the McMinnville project at 0.1 to 0.4 percent higher than on the Chehalem Cr.-Dundee section, the tendency towards asphalt migration is increased slightly. Both mixes have a very thick asphalt coating of the aggregates. Also, the 14 mile haul to the project increases the tendency towards asphalt migration. Test reports #75-15851 through 15859 show that asphalt content of the mix in three fat spots and adjacent pavement range from 12.5 to 8.4 percent. Also, seven of the nine gradation tests indicate that the mix contains excess material passing the #10 and #200 sieves. With the large variation of percentage pass #200 of the pass #10 from 19.0 to 34.4%, it looks like the portland cement additive is not uniformly distributed throughout the mix. Resulting from the high percentage of fine material contained in the mix, the tendency towards surface flushing is further increased.

FAT

It is our opinion from inspection of the projects, and review of mix design and construction records that the major factor which has resulted in areas of excess surface asphalt is the use of high mixing and laydown temperatures. Other factors which increase the tendency towards asphalt migration or fat spots are; excess pass #10 material in the mix, excessive haul distance, holding mix in the laydown machine too long, use of a low viscosity asphalt or a contaminated asphalt, excess asphalt film thickness coating aggregates, excess aggregate moisture resulting in mix boiling, inadequate blending of portland cement into the mix, and excess holding time of mix in plant silo or surge hopper.

If asphalt migration problems occur on a project, it is certain that laydown temperatures should first be reduced to a 210 - 220° F level, and other factors corrected before the design asphalt content is reduced. A thick asphalt coating of aggregates in an open graded friction coarse pavement is necessary to obtain high level pavement durability.

JEW:gs

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
G. Wimer
J. Walker
L. Weber
C. Lehman

Page 1 of 3

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, CORE TEST DATA

Laboratory No. 75-15851 - 59
Data Sheet No. A15146
Prefix 36-0501
Laboratory charge $315.00

Project N. Yamhill River-12th St.(McMinn.)
Highway Pacific West
Contractor Rowell & Wickersham No. 8137
Date received Aug. 13, 1975
Submitted by C. V. Lehman
Date reported Aug. 28, 1975
Source of Material
Sampled or inspected at Street
To be used Modified "C" A/C
Sampled or inspected by P. Hockett
Quantity represented

Lab No.	75-15851	75-15852	75-15853
Sample No.	1 & 2	3 & 4	5 & 6
Location	Sta. 124+40	Sta. 124+40	Sta. 124+40
Lane Direction & Distance	N.B. 5' Lt.	N.B. 7' Lt.	N.B. 3' Lt.
Thickness	0.9"	1.1"	1.1"
Gradation, Pass 1"			
" 3/4"	100	100	100
" 1/2"	98.7	99.7	98.2
" 1/4"	55.2	53.2	64.1
" # 10	16.8	15.7	26.2
" # 40	10.4	8.5	11.6
" #200	4.3	4.6	5.0
Asphalt content	9.9	11.7	8.4
	Edge of slick	℄ of slick	Outside of slick
Bulk sp. gr. in place	2.09	2.10	2.08
Bulk sp. gr. recompacted	2.29	2.31	2.33
% Relative compaction	91.3	90.9	89.3
% Voids in place	12.2	10.3	13.3
% Voids recompacted	3.8	1.3	2.9

REPORT TO:

☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Fredrickson
X ☐ Resident Engineer Lehman
☐ District Engineer
☐ Materials, Portland
2X ☐ Files
X Rowell & Wickersham

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

John C. Jenkins

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, CORE TEST DATA

N. Yamhill Riv.-12th St.(McMinn.)

Laboratory No. 75-15851- - 59
Data Sheet No. A15146
Prefix 36-0501
Laboratory charge

Project
Highway
No. 8137
Contractor
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by
Date received
Date reported
To be used
Quantity represented

Lab No.	75-15854	75-15855	75-15856
Sample No.	7 & 8	9 & 10	11 & 12
Location	Sta. 81+80	Sta. 81+80	Sta. 81+80
Lane Direction & Distance	Med. 1½' Lt.	Med. ℄	Rt. of slick
Thickness	1.1"	1.1"	1.0"
Gradation, Pass 1"		100	
" 3/4"	100	99.5	
" 1/2"	98.9	67.6	100
" 1/4"	64.1	27.6	60.1
" # 10	26.7	14.7	20.7
" # 40	15.0	7.3	10.9
" #200	8.1	9.1	5.8
Asphalt content	11.8		9.2
	Center of Slick	Edge of Slick	Outside of slick
Bulk sp. gr. in place	2.14	2.14	2.07
Bulk sp. gr. recompacted	2.38	2.35	2.37
% Relative compaction	89.9	91.1	87.3
% Voids in place	10.5	13.7	14.8
% Voids recompacted	0.4	5.2	2.5

REPORT TO:

☐ F.H.W.A.
☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
☐ Resident Engineer
☐ District Engineer
☐ Materials, Portland
☐ Files

SP*76668-734

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, CORE TEST DATA

Laboratory No. 75-15851-59
Data Sheet No. A15146
Prefix 36-0501
Laboratory charge

Project N. Yamhill River-12th St.(McMinn.)
Highway
Contractor
No. 8137
Date received
Date reported
Submitted by
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Lab No.	75-15857	75-15858	75-15859
Sample No.	13 & 14	15 & 16	17 & 18
Location	Sta. 99+00	Sta. 99+00	Sta. 99+00
Lane Direction & Distance	W.B. 10' Rt.	W.B. 8' Rt.	W.B. 7' Rt.
Thickness	1.5"	1.5"	1.5"
Gradation, Pass 1"			
" 3/4"	100	100	100
" 1/2"	98.5	98.4	98.3
" 1/4"	65.2	63.3	65.8
" # 10	24.1	22.5	24.1
" # 40	12.2	13.1	14.1
" #200	5.7	7.5	8.3
Asphalt content	9.3	11.1	12.5
	Outside of Slick	Edge of Slick	Center of Slick
Bulk sp. gr. in place	2.09	2.06	2.05
Bulk sp. gr. recompacted	2.33	2.34	2.36
% Relative compaction	89.7	88.0	86.9
% Voids in place	12.9	11.2	13.5
% Voids recompacted	2.9	0.0	0.4

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications

John Jenkins

SP*76668-734

8138 Scottsburg-Golden Cr. Sec. 1975
Umpqua Hwy. E. of Reedsport
(3.3 mi. of paving)

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas
MODIFICATION NUMBER 2		Project Number RF-142(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 8, 19 75,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 339,318	$ 339,818
Federal funds	$ 265,703	$ 291,563
Other revisions		

This modification is made for the following reasons:

To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $48,255

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

d Project
(10)

,818.00

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-142(10)

Scottsburg-Golden Creek Section

Umpqua Highway In Douglas County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (MP 16.52 to MP 19.80)

Total same as previous estimate of March 28, 1975	$339,818.00

Length of Project - - - - - - - -	3.280 miles
Cost of Roadway per mile- - - - -	$103,603.04

*Federal Funds- - - - - - - - - -	$291,563.00
State Funds- - - - - - - - - - -	48,255.00
TOTAL	$339,818.00

Group 1 - 100%
Contract No. - 8138
Prefix - 10-1049

*Increase Federal Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-149

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Douglas

Project Number RF-142(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 339,818	$ 339,818
Federal funds	$ 265,703	$ 339,818
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed April 8, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $74,115."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 7[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O.M.B. No. 04-R2089

STATE **Oregon**
COUNTY **Douglas**
PROJECT NO. **RF-142(10)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 38, Umpqua River (Scottsburg) E. 3.28 Mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-26-75	3.280
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 339,818

FEDERAL FUNDS $ 265,703

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RF-142(10)

SCOTTSBURG-GOLDEN CREEK SECTION

UMPQUA HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, March 28, 1975

Project Agreement Estimate

Type Code 6201
Roadway (Mile Point 16.52 to Mile Point 19.80)

Mobilization	All Required		$ 7,090.00
Temporary Protection and Direction of Traffic	All Required		5,465.00
Temporary Signs	650 sq.ft.	2.30	1,495.00
Flagmen	100 hours	14.70	1,470.00
Removal of Structures and Obstructions	All Required		3,070.00
*General Excavation	200 cu.yds.	8.40	1,680.00
Preparation of Shoulders	3 miles	336.00	1,008.00
Aggregate Shoulders	13,000 tons	4.35	56,550.00
Watering	210 M-gals.	12.60	2,646.00
Class "C" Asphalt Concrete Mixture in Base Course	2,100 ton	11.70	24,570.00
Class "C" Asphalt Concrete Mixture in Leveling	2,700 ton	11.70	31,590.00
Class "C" Modified Asphalt Concrete Mixture	5,800 ton	12.00	69,600.00
Asphalt Cement in Mixture	720 ton	85.00	61,200.00
Portland Cement Additive in Class "C" Modified Mixture	60 ton	110.00	6,600.00
Asphalt in Tack Coat	20 ton	115.00	2,300.00
Concrete Inlets, Type G-2M	11 only	365.00	4,015.00
Guard Rail, Type 2A	600 lin.ft.	10.30	6,180.00
Guard Rail, Type 3	200 lin.ft.	19.95	3,990.00
Guard Rail Anchors, Type 1	7 only	378.00	2,646.00
Extra for Guard Rail Bridge Connections	8 only	210.00	1,680.00
Rail End Pieces, Type B	1 only	47.25	47.25
Rail End Pieces, Type C	7 only	141.75	992.25
Extra for Asphalt Approaches	38 only	65.00	2,470.00
Guide Posts	60 only	15.75	945.00
			$ 299,299.50

*Revised

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00

Subtotal	$ 299,399.50
Engineering	40,418.50
Total	$ 339,818.00

Length of Roadway - - - - - - - - - - 3.280 miles

Cost of Roadway Per Mile - - - - - $103,603.04

Federal Funds - $ 265,703.00
State Funds - 74,115.00

Total $ 339,818.00

Group 1 - 100%

Contract No. 8138

Prefix No. 10-1049

SCOTTSBURG-GOLDEN CREEK SECTION

Nonparticipating-State Work

Permanent Pavement Striping	All Required	$ 800.00
State Responsibility for Damages	All Required	100.00
		$ 900.00

☆U.S. GOVERNMENT PRINTING OFFICE: 1974—732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 5/18/76	REPORT MADE BY T. P. Lowe, Area Engr		PROJECT NO. RF-142(10)
COMPLETION DATE 8/15/75	ACCEPTANCE DATE BY CONTRACT AGENCY --	TIME ELAPSED 82 %	CONTRACT TIME 150
APPROVED EXTENSIONS —	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SCOTTSBURG-GOLDEN CREEK SECTION
UMPQUA HIGHWAY
Paving

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe T. P. Lowe		SIGNATURE Original signed [illegible] G. K. [illegible] G. K. Hossner	
TITLE Area Engineer	DATE 5/18/76	TITLE District Engineer	DATE [illegible]

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8138

FORM APPROVED
OMB NO.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — To be completed by Washington Headquarters Personnel

PART A

STATE: Oregon

Douglas

FEDERAL PROJECT: RF-142(10)

URBAN ☐ RURAL x

CARD	ITEM	DESCRIPTION	UNIT	HIGHWAY QUANTITY	BRIDGE QUANTITY
A		CONSTRUCTION TYPE CODES		6201	
A	20	FINAL CONSTRUCTION COST		307,810	
A	21	LENGTH OF PROJECT		3.28	

DATE STARTED: April 23, 1975

DATE COMPLETED: August 15, 1975

TOTAL NO. BRIDGES: 0

PART B

30	LABOR	TOTAL MAN HOURS	4,968	GROSS EARNINGS $45,680

CARD	ITEM	DESCRIPTION	UNIT	HIGHWAY QUANTITY
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	188,794
B	9			36,920
B	1	CEMENT		254
C	2 92	AGGREGATE		8,172
C	3	BITUMINOUS MATERIAL		3,990
C	4			
D	5			
D	7			1,500
D	8			
D	10			
E	11			22
E	12			10,995
E	15 95			
F	16			
F	17			
F	18			825
F	19			
G	23			
G	24			
G	48			

REMARKS

6

CARD H

FORM PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be [illegible] project involving Federal funds [illegible] the instruction of [illegible] Federal and Secondary [illegible] Federal Highway Administration [illegible]

[illegible]

A separate [illegible]

original [illegible]

"fast" copies [illegible]

[illegible] to the nearest whole [illegible] should be reported to the nearest dollar.

[illegible]

Part A INFORMATION TO [illegible] WAY ADMINISTRATION [illegible] PPM 20-2 [illegible]

Final Construction Cost [illegible]

Length of Project [illegible]

Part B INFORMATION [illegible] IMMEDIATELY UPON [illegible]

Specific instructions [illegible]

Item 1 [illegible]

[illegible]

Items 2 and 92 [illegible] Aggregate [illegible]

Item 3 [illegible]

Item 4 [illegible]

(MFBM) [illegible] thousand board feet

Item 5 [illegible]

Item 6 [illegible]

[illegible]

8138

December 29, 1975

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentleman:

On December 19, 1975, we wrote to you concerning release of final payment on Contract No. 8138 awarded to Johnson Rock Products, Inc. for work on the Scottsburg-Golden Creek Section of the Umpqua Highway in Douglas County.

Final payment on this contract is $16,316.02 and the total contract amount is $311,918.08 including $1,931.44 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Johnson Rock Products, Inc.
Box 548
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scottsbur -Golden Cr.

WEEK ENDING: Sept. 6, 1975

SECTION PREFIX: [illegible]

HIGHWAY: Umpqua

COUNTY: Douglas

NAME OF JOB: Scottsburg-Golden Cr.

KIND OF WORK: Paving

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 8138

FEDERAL AID PROJECT NUMBER: [illegible]F-142(10)

DATE OF CONTRACT: March 26, 1975

DATE WORK STARTED: April 13, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ workdays 150

WORK DAYS USED

CALENDAR ~~DAYS~~ USED workdays 124

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 82.7

PROJECT AUTHORIZATION $340,839.94

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING $313,812.98

ENGINEERING AUTHORIZATION $27,026.96

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99.7

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $314,257.73

ENGINEERING COST TO DATE $22,800.00

this week 0.00

DATE PROJECT WAS COMPLETED Aug. 15, 1975

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 0.96 %

PERCENT OF AUTHORIZATION 84.4 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		3.28			3.28
MILES PARTIALLY COMPLETED		3.28			3.28
MILES COMPLETED		3.28			3.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3,700 ton			10,600 ton
TOTAL QUANTITIES CORRECTED TO DATE		3792			10,995
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3792			10,995
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
[illegible] 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor completed clean-up
FRIDAY	
SATURDAY	

REMARKS

All Contractor work completed.
[illegible]-final [illegible] [illegible] [illegible] [illegible] [illegible].
This is the final report.

SIGNED ______________ LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

R

May 20, 1975

The Honorable Richard Bonebrake
State Representative
State Capitol
Salem, Oregon 97310

Dear Mr. Bonebrake:

Our investigation of the Indian Rock on the Umpqua Highway has been completed. It does exist and there are pictographs beneath it.

Therefore, we will not do any blasting near the rock and will install guardrail in front of it to protect the motorist.

Thank you for bringing this matter to our attention.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: A. E. Johnson
H. S. Coulter
E. S. Hunter
D. H. Moehring
Dave Talbot
Alfred Shirley

HOME ADDRESS
RICHARD BONEBRAKE
RT. 3, BOX 150
ROSEBURG, OREGON 97470

DOUGLAS COUNTY
DISTRICT 46

COMMITTEES
MEMBER,
STATE INSTITUTIONS
TRANSPORTATION

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

May 14, 1975

Mr. F. B. Klaboe
Administrator
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclose please find a copy of correspondence which I received concerning a historic site believed endangered by a Highway project on Highway 38 near Scottsburg.

I wish to bring the matter to your attention and ask that you investigate.

I would appreciate hearing your evaluation of this.

Sincerely,

Richard D. Bonebrake
State Representative
State Capitol Building
Salem, Oregon 97310

pb

RECEIVED
STATE HWY ENGR.
MAY 16 '75
REFER TO
FOR

2755 Greenbriar
Reedsport, Oregon 97467
May 11, 1975

Rep. Richard Bonebrake
House of Representatives
Salem, Oregon

Dear Rep. Bonebrake;

The State Highway Department is in the process of widening the road east of Scottsburg. They have done some blasting and are expected to do more. They are working there now.

Approximately ¼ mile east of Scottsburg is a large rock precariously balanced on thesouth edge of the highway. If the blasting is carryed out as explained to us, the rock would be destroyed.

The rock is known locally as "Indian Rock" because of the pictographs underneath in thecave. It has served as a natural shelter for ages untold. The Umpqua Indians used it and also pioneer setlers. Charlie Henderer, an early pioneer, was known to have spent his first winter under the rock. We can not let this type of tangible history and Indian heritage be destroyed. Our local Indian history has not been well preserved or recorded and it would be a sad and great loss to future generations if this rock was destroyed.

We are not opposed to the widening of the road. Please do what you can to persuade the highway department to find an alternative that would not harm the rock. This is an urgent matter as they are working there now.

We will appreciate any attention you can give to this. Thank you.

Sincerely,
Linda Noel
Linda Noel
President
Lower Umpqua
Historical Society

R

May 20, 1975

The Honorable Jason Boe
State Senator
State Capitol
Salem, Oregon 97310

Dear Senator Boe:

Our investigation of the Indian Rock on the Umpqua Highway has been completed. It does exist and there are pictographs beneath it.

Therefore, we will not do any blasting near the rock and will install guardrail in front of it to protect the motorist.

Thank you for bringing this matter to our attention.

Sincerely,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

bc: A. E. Johnson
H. S. Coulter
E. S. Hunter
D. H. Moehring
Dave Talbot
Alfred Shirley

R

Robert W. Straub
xxxxxxxxxx

May 19, 1975

Miss Linda Noel, President
Lower Umpqua Historical Society
2755 Greenbriar
Reedsport, OR 97467

Dear Miss Noel:

We have investigated the "Indian Rock" about which you wrote on May 8.

Our Regional Engineer in Roseburg, Mr. Alfred Shirley, has advised me that they have verified that there are pictographs beneath the rock and it is his opinion that any blasting of any kind on the rock would destroy it. We therefore propose to install guardrail in front of the rock, leaving it as it is. We share your viewpoint that visible and tangible evidence of Indian history and heritage should be preserved.

Mr. Shirley was somewhat concerned that the rock is in a rather precarious position and there is a possibility that high water in the river could undermine and weaken the stability of it, causing damage in the future. I merely call this to your attention inasmuch as you may have some means of obtaining funds for some sort of protection to the rock.

Thank you for notifying us of the location of this rock.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

bc F. B. Klaboe
H. S. Coulter (enc.)
E. S. Hunter "
D. H. Moehring "
Alfred Shirley

OUR OBJECTIVES: ACQUIRING DISTRICT HISTORY AND ARTICLES PERTINENT THERETO

Lower Umpqua Historical Society
Reedsport, Oregon 97467

RECEIVED
STATE HWY ENGR
MAY 12 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

May 8, 1975

F.B. Klaboe
Adm. of Highways
Oregon State Highway Div. - Hwy. Bldg.
Salem, Oregon 97310

Dear Mr. Klaboe;

There has been a project started to widen the road east of Scottsburg. Blasting has and is expected to be done to accomplish the widening.

Approximately ¼ mile east of Scottsburg is a large rock precariously balanced on the south edge of the highway. If the blasting is carried out as explained to us, the rock would be destroyed.

The rock is known locally as "Indian Rock" because of the pictographs underneath in the cave. It has served as a natural shelter for ages untold. The Umpqua Indians used it and also pioneer settlers. Charlie Henderer, an early pioneer, was known to have spent his first winter under the rock. We can't let this type of tangible history and Indian heritage be destroyed. Our local Indian history has not been well preserved or recorded and it would be a sad and great loss to future generations if this rock was destroyed.

We urge you to explore other ways of improving the highway in that area without the "Indian Rock" being destroyed.

TED
JOHNS

OUR OBJECTIVES: ACQUIRING DISTRICT HISTORY AND ARTICLES PERTINENT THERETO

Lower Umpqua Historical Society
Reedsport, Oregon 97467

We are not engineers, but we hope a solution can be found.

Awaiting your reply.

Sincerely,

Linda Noel

Linda Noel
President
Lower Umpqua Historical Society
2755 Greenbriar
Reedsport, Oregon 97467

oducts,
negotiat
n Rock
nated
nd Two
99.57).

CORPORATE RESOLUTION

RESOLVED: The Vice President of Johnson Rock Products, Inc., Christopher R. Johnson, is hereby authorized to negotiate, modify and execute that certain contract between Johnson Rock Products, Inc., and Oregon State Highway Division, designated as #8138 in the amount of Two Hundred Ninety Nine Thousand Two Hundred Ninety Nine Dollars and fifty seven cents ($299,299.57).

The above is a true and correct copy of the corporate resolution adopted by the Board of Directors at a special meeting held on March 31, 1975.

Signed this 2nd day of April 1975.

CHRISTOPHER R. JOHNSON,
Vice President and Secretary of
Johnson Rock Products, Inc.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-26-75

A. PROJECT IDENTIFICATION

Name of Project Scottsburg-Golden Cr. Section RF - 142 (10)
(Section)

Location of Project Umpqua Highway (Highway Name) State Rt. 38 (Highway No., US - ORE)

northeast of Scottsburg (City) Douglas (County) III (Region)

Program FA (Funding) $300,000 (Estimated Cost) 10-1441 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To (1) upgrade existing roadbed with an A.C. overlay; (2) pave shoulders; and, (3) incorporate safety features such as a friction course wearing surface.

Origin and History: Last major construction on this section took place in 1930. Section has been recommended for a maintenance overlay the past several years.

C. DESCRIPTION OF PROJECT

Length 3.59 miles

Termini M.P. 16.14 - M.P. 19.73

Alignment ☐ New ☒ Existing ☐ Combined

3

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A None required.

Typical Section Two travel lanes w/gravel shoulders.

Structures Umpqua River and Wells Creek Bridges - unaffected.

Characteristics (ADT) M.P. 16.31 (E. of Umpqua River Br.) 2,350 ADT

M.P. 23.74 (E. of project) 2,800 ADT

Other General Information (or Supplemental information to items)

Probable use of commercial materials - Umpqua River gravels?

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Maintain status quo (no-build)
2. Proposed overlay and safety work

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Physically, this is a transition zone between the rolling alluvial terrace land in the trough of the Lower Umpqua River east of Scottsburg and the tight confines (almost fiord-like) of the structural depression west of Scottsburg. Above, the surrounding area is composed of fairly open pasture land with frequent clumps and isolated trees of oak, cottonwood, alder and willow. Below, evergreens, particularly Douglas Fir, but also cedar and Oregon Myrtle predominate - along with the ubiquitous red alder. Blackberry, fern, and grass comprise the understory. A number of sandstone outcrops are prominent along the route, in places they are close against the roadway. East of Scottsburg, the road is perched on the side of the river canyon.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Some roadside commercial activity (market, tavern and cafe, bait and tackle shop, beauty shop and Texaco station) is located around M.P. 19, just east of Wells Creek. A dozen or more residences, poor to substantial, are also found in this area - some of them employing very little setback from the road.

The project traverses Scottsburg, (founded by Levi Scott, 1850) with a number of old and/or decaying structures next to the road, and posted at 35 MPH.

The proposed work terminates west of the Umpqua River Bridge, a substantial structure dating from 1926.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: No long-term changes

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Potential for short-term effects only; some temporary degradation of surface runoff and reduction of vegetation in right-of-way.

Consequences: No long-term consequences

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

   None, given the scope of the project.

7. Potential for Controversial Issues:

   None readily apparent.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

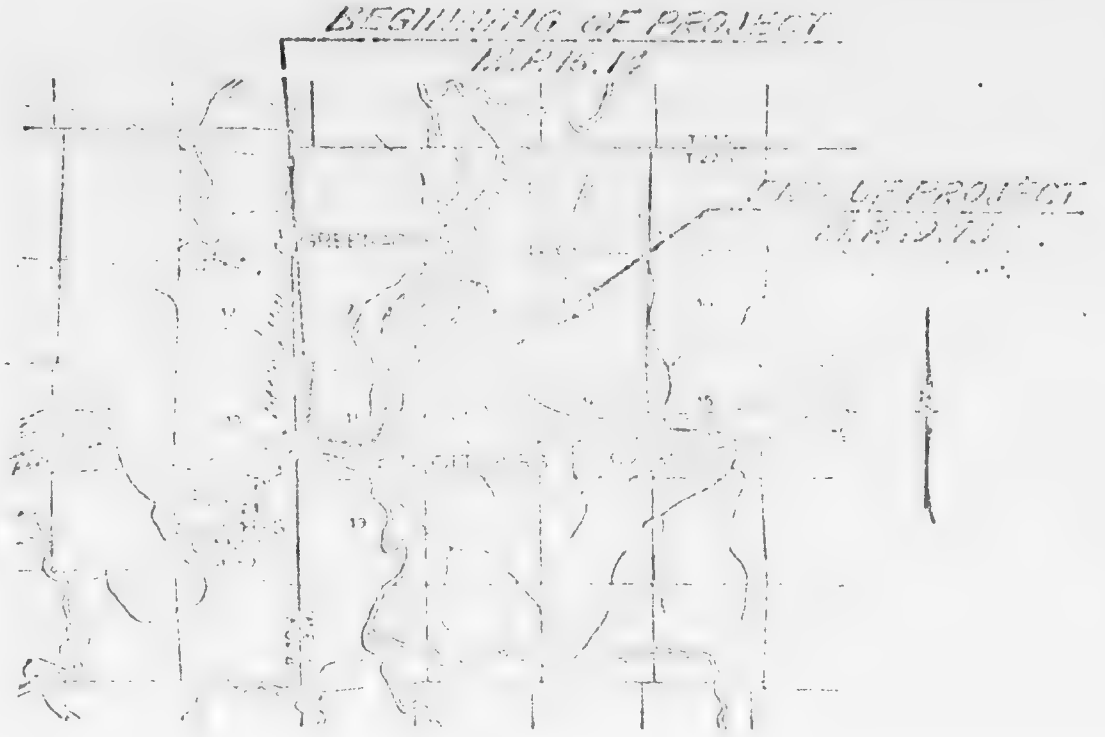
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment only

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.



Sketch Map

Scale 0 1 2 Miles

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-142(10)

STATE PROJECT NO.: SCOTTSBURG-GOLDEN CREEK SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-37

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 26, 1975	FEBRUARY 26, 1975	PRIMARY ROUTE 20
		STATE ROUTE NUMBER UMPQUA ROUTE #45 Only

GENERAL LOCATION:

EASTERLY FROM SCOTTSBURG, OREGON

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $100.00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
TEMPORARY EROSION CONTROL $100

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-75		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 3-7

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-26-75

BY (Signature): L.W.RULIEN'S FEBRUARY 21, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 37 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
37	RF-142(10)	3.28	447,000	349,500	SCOTTSBURG-GOLDEN CREEK SECTION. DOUGLAS COUNTY STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT OVERLAY AND OTHER RELATED SAFETY INCIDENTAL WORK.

RECEIVED
STATE HIGHWAY ENG.
MAR 3 '75
REFER TO
Hunter

REMARKS (Division)

BASED ON THE INFORMATION FURNISHED IN MR. RULIEN'S FEBRUARY 21, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION AS STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON-MAJOR ACTION.

3-3-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAR 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
2-26-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

PRO 6-2

February 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project RF-142(10)

We are submitting program data for one project, Item No. 37, Project No. RF-142(10), "Scottsburg-Golden Creek Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 20, 1975.

Rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible.

Therefore, we request your concurrence that the roadway section as set forth on the back of the PR-1 form is satisfactory for the project based on the fact that the work is essentially pavement rehabilitation to reinforce the pavement structure to retain present investment without major reconstruction at this time. This dictates downscoping standards for this project, yet retaining compatibility with adjacent sections of the highway.

The work has substantial safety benefits evident in improved vehicle control through (1) elimination of wheel ruts, (2) reduced tendency of vehicle to hydroplane in wet weather because of water retention on the pavement, (3) increased visibility in wet weather because of reduced vehicle spray, and (4) increased skid-resistant property of the pavement surface.

DRH:bb
Enc.

Budget Bureau No. 41-R2067; Approv

U.S. DEPA
BUR

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.		2-21-75						
DATE SUBMITTED TO W.O.								
CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 38, Umpqua R. (Scottsburg) E. 3.28 Mi.	ADT	PRESENT 2,700*	FUTURE 4,900	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMBER 142

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Douglas			CODE 019
	NAME OF URBAN AREA --	ROUTE NO. P	FEDERAL-AID 20	STATE 45	--

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		SR 38, Umpqua River (Scottsburg) E. 3.28 Mi.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Scottsburg-Golden Creek Section"	3.28	447,000	349,500	97,500	
							PROJECT TOTALS	3.28	447,000	349,500	97,500	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

*DHV 380

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

2-21-75

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): SR 38, Umpqua R. (Scottsburg) E. 3.28 Mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	2,700*	4,900	95	10	Oregon	41	073	37

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
. Pave.								RF-	142	(10)	

FUNDS: Rural Primary

COUNTY NAME: Douglas

CODE: 019

EA: --

ROUTE NO. P — FEDERAL-AID: 20 — STATE: 45 — U.S.: --

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 38, Umpqua River (Scottsburg) E. 3.28 Mi.						Gr., dr., H.T. pavement overlay 2-12' lanes with 4' paved shoulders, safety revisions of roadway slopes and appurtenances (e.g., guardrail, minor drainage structures, etc.).
ROW								
CONST (CODE) (Safety) 6201		"Scottsburg-Golden Creek Section"	3.28	447,000	349,500	97,500		ROW-80' min.; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	3.28	447,000	349,500	97,500		

RED BY

AM APPROVAL DATES

REMARKS

*DHV 380

-OVER-

USCOMM DUSCOMM-DC 48908-P61

SCOTTSBURG-GOLDEN CREEK SECTION
PROJECT NO. RF-142(10)

Existing Facilities: 21-foot bituminous surfaced travelway with 2-foot shoulders.

Adjacent Facilities:

West End -- Scottsburg Bridge (Umpqua River) No. 1318, L 843', HC 24', Loading H-15.

21-foot bituminous surfaced travelway with 2-foot shoulders.

East End -- 24-foot bituminous surfaced travelway with 2-foot shoulders.

Project Data: The work under this project consists of grade, drain, high-type pavement overlay necessary to widen and reconstruct existing roadway facility to provide for two 12-foot lanes with 4-foot paved shoulders for increased safety to the traveling public. In addition there will be intermittent 12-foot wide paved turnouts constructed on this project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings: Not required under the provisions of FHPM 7-7-5, par. 6c.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

Location/Design: Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order in
on this project will be determined at P.S. & E. sta
number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 4.

Unusual Circumstance: The work under this project overlaps
RF-178 and consists of end protection of the west end of the
Bridge involving installation of approximately 250 lin.ft. o
work in the overlap is of minute cost and we feel this is no
factor to justify the programing of a separate project under
fore, this work is considered incidental to the project as pr

SCOTTSBURG-GOLDEN CREEK SECTION
PROJECT NO. RF-142(10)

es: 21-foot bituminous surfaced travelway with 2-foot

es:

Scottsburg Bridge (Umpqua River) No. 1318, L 843', HC 24', Loading H-15.

21-foot bituminous surfaced travelway with 2-foot shoulders.

24-foot bituminous surfaced travelway with 2-foot shoulders.

e work under this project consists of grade, drain, high-type necessary to widen and reconstruct existing roadway facility o 12-foot lanes with 4-foot paved shoulders for increased veling public. In addition there will be intermittent 12-foot ts constructed on this project.

ilroads, Airports, Water Developments, Historical and s: None involved.

Not required under the provisions of FHPM 7-7-5, par. 6c.

ements: Exempt from State Clearinghouse and District 6 5 review under working agreements dated April 28, 1970 and pectively.

ements: Nonmajor action project not requiring an environmental

Not a factor in the development of this project.

NOTE:

(1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

(2) This project is in Congressional District No. 4.

Unusual Circumstance: The work under this project overlaps into Project RF-178 and consists of end protection of the west end of the Umpqua River Bridge involving installation of approximately 250 lin.ft. of guardrail. The work in the overlap is of minute cost and we feel this is not enough of a factor to justify the programing of a separate project under RF-178(-). Therefore, this work is considered incidental to the project as programed.

8139 Willamette R.(Harrisburg) 1975
Bridge Sec. Albany-Jct. City Hwy.
(Grade,paving,structures) #2

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

STAT

REGION NO. 10	REPORT NO. 5	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 5-18-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. RF-105(7)
COMPLETION DATE 8-26-76	ACCEPTANCE DATE BY CONTRACT AGENCY 11-16-76	TIME ELAPSED 98 %	CONTRACT TIME Spec. Comp. date 11-30-75
APPROVED EXTENSIONS 26 days	LOCATION Pacific Hwy. (West) Albany-Junction Cty. at Harrisburg.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

The State is in compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 2
REFER TO

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAY 19 1977
Washington

ALBANY-JUNCTION CITY HIGHWAY
WILLAMETTE RIVER (HARRISBURG) BRIDGE
Grading, Paving & Structure

This project is located on Pacific Highway West US 99E at Harrisburg, crossing the Willamette River. The work consists of the construction of a new approach trestle to the Willamette River Bridge. The work includes constructing an access ramp to the trestle, constructing and removing a detour road and timber trestle and construction of aggregate base and pavement on the main highway trestle approach.

The project work was satisfactorily completed on August 26, 1976.

The project was set up for a completion date of November 30, 1975. All work except the placement of the final lift of asphalt (modified "C") skid resistant pavement was complete. This was left to be accomplished the next construction season. The work was then completed August 26, 1976. A 26 day extension was granted and the contractor used 12 days to complete this remaining work.

The final contract costs were $1,266,620.04 which is a 0.2% underrun.

A penalty of $8,235.00 was assessed the contractor for the out of specification precast deck slabs in which the sonotubes had become displaced during curing.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE G. K. Hossner	
TITLE Area Engr.	DATE 5-19-77	TITLE District Engr.	DATE 5-20-77

Previous Editions of PR-33E Will Not Be Used.

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

8139

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE Oregon

Lane

RF 105(7)

x

20 X032

April 7, 1975

21 110,923 1,275,618

August 26, 1976

.076 .320

PART B

30 LABOR TOTAL MAN HOURS 17,423 GROSS EARNINGS

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES 214,426

9 150,470 503,145

1 4,277 12,750

32 6,455

12,500

7,761 33,084

5

2,973

335,000

0

1

4,083

749 1,222

575

3,388

24

FORM PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

[illegible]

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible] barrels [illegible] cement used on project. Do not [illegible] Item 7.

Items 2 and 92 [illegible] aggregates purchased from [illegible] and 12. Aggregates [illegible]

Item [illegible]

Item [illegible] thousand board feet [illegible] board feet

[illegible]

November 18, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 16, 1976, we wrote to you concerning release of final payment on Contract No. 8139 awarded to Hamilton Construction Company for work on the Willamette River (Harrisburg) Bridge Section of the Albany-Junction City Highway in Lane County.

Final payment on this contract is $14,885.33 and the total contract amount is $1,379,963.11 including $109,911.45 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hamilton Construction Co.
P. O. Box 659
Springfield, OR 97477

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Willamette River (Harrisburg) Br.		WEEK ENDING September 4, 1976
		SECTION PREFIX 20-1064
HIGHWAY Albany-Junction City		COUNTY Lane
NAME OF JOB Willamette R.(Harrisburg)Br.	KIND OF WORK Grading, Paving & Structure	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 8130	FEDERAL AID PROJECT NUMBER BF-105(7)
DATE OF CONTRACT March 26, 1975	DATE WORK STARTED April 7, 1976	ESTIMATED COMPLETION DATE August 26, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $1,438,532.[illegible]	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $1,336,236.[illegible]0	ENGINEERING AUTHORIZATION $102,29[illegible].0[illegible]	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,300,351.30	ENGINEERING COST TO DATE $110,200	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 10[illegible]
ESTIMATED PERCENT OVERRUN [illegible].0 %	PERCENT OF AUTHORIZATION 113.7%	DATE PROJECT WAS COMPLETED August 26, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible] ton				1,[illegible]20 ton
TOTAL QUANTITIES CORRECTED TO DATE	[illegible] ton				2,3[illegible]2 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible] ton				2,3[illegible]2 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

[illegible]

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	[illegible]							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
August SUNDAY 29	Fair			
MONDAY 30	Fair			
TUESDAY 31	Fair			
September WEDNESDAY 1	Fair			
THURSDAY 2	Fair			
FRIDAY 3	Fair			
SATURDAY [illegible]	[illegible]			

RECEIVED
SEP 7 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August SUNDAY 29	NO ACTIVITY THIS WEEK
MONDAY 30	
TUESDAY 31	
Sept WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY	

REMARKS

[illegible] completed [illegible] August [illegible], 197[illegible].

Final [illegible] inspection [illegible] Thursday September 2nd, 197[illegible]. Those attending were: [illegible] Construction Engineer; Lynn [illegible], Assistant District Engineer; [illegible] Hamilton Construction Co.; [illegible] Resident Engineer. Recommendation [illegible] acceptance [illegible].

Semi-Final [illegible] about September [illegible], 197[illegible].

[illegible] the Final Field [illegible] this project.

SIGNED [illegible] LOCATION Albany

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box [illegible]
Salem, O[illegible] 97308

DATE: April 6, 1976

In reply refer to: [illegible] .1

SUBJECT: Oregon Project [illegible] (7)
Harrisburg Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Hart's letter, dated March 4, 1976, requested our reconsideration of our decision to require a membrane seal on the Harrisburg Bridge approach. Included was data indicating that other small asphalt-concrete overlaid structures in the area had salt contents of about 1.2 pounds/cubic yard.

We have been informed that the [illegible] Harrisburg Bridge deck has a salt content of about 2.[illegible] pounds/cubic yard on the surface and a half pound at the steel level. This amount of salt indicates that salt has been applied to the deck in the past and may be applied in the future. The deck on the approaches will be subjected to as much salt as the main bridge. We believe that a seal of some kind is needed.

You are requesting to place a modified [illegible] will agree to [illegible] provided that [illegible] modified [illegible] it is [illegible] wearing surface. [illegible] of the surface [illegible].

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
APR 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Att | File

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
~~3-39~~ 3 42

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Lane

Project Number BRF-105(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,444,988	$ 1,528,655
Federal funds	$ 1,083,741	$ 1,146,400
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. BRF-105(7)

Willamette River (Harrisburg) Bridge Section
Albany-Junction City Hwy. in Lane County

Revised Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 10,000.00
Type Code X032 Harrisburg Bridge #583E (Sta. 1409+00 to Sta. 1425+90)		
Subtotal on previous estimate of July 14, 1976		1,275,545.50
Additional Approved Items		
PA 2 Increase in Detour Embankment	Lump Sum	8,500.00
EWO 3 Furnish and Maintain Portable Guardrail, Flagmen and Lights	All Required	62,346.00
EWO 4 Repair Pier 4	All Required	13,002.00
	Increase	$ 83,848.00
	Subtotal	$1,359,393.50
	Engineering	159,261.50
	Total	$1,518,655.00

Length of Structure - - - - - - - - - - - 0.320 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 10,000.00	$ 7,500.00	$ 2,500.00
Structure	1,518,655.00	1,138,900.00	379,755.00
Total	$1,528,655.00	$1,146,400.00	$ 382,255.00

Group 1	92%
Group 8	8%
Contract No.	8139
Prefix	20-1064
Prefix	22-1926 P.E.

January 23, 1976

Hamilton Construction Company
P.O. Box 658
Springfield, OR   97477

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8139 for work on the Willamette River-Harrisburg Bridge on the Albany-Junction City Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 26 days is granted. On this basis, the 10 days liquidated damages that have already accrued in December will be deleted and there will be 16 days remaining to complete the pavement next spring after the current stop work order is removed.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey - w/att.
Robert Church - w/att.
C. O. Fredrickson - w/att.
Richard Hacek - w/att.

JAB:fr   dpy

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 21, 1976

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-105(7)
Willamette River-Harrisburg Bridge
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter

This office has reviewed the time extension request for the Harrisburg Bridge and find that the time charge was continued beyond the specified completion date of November 30 to December 11 to cover the Extra Work that was being performed. The remaining contract work consists in the final lift of modified AC pacing. Weather conditions precluded the contractor from placing this material during November and it was decided to wait until good weather in the spring of 1976 to complete this work. Therefore we concur in your recommendation of the 26-day extension of time.

G K Hossner
for G. L. Green

RECEIVED
JAN 22 1976
Office of
Assistant State Highway Engineer

Robert Church
Richard Hacek

DATE December 30, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM for H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Willamette River-Harrisburg Bridge
Contract No. 8139
FAP No. RF-105(7)

Hamilton Construction Company has submitted a request for a 15-day extension of the specified completion date on this project. The specified completion date was November 30, 1975. The project was placed under a stop work order as of December 11, and this order is not expected to be lifted until sometime in the spring when weather will permit placement of the final A.C. paving.

The objective of the November 30 completion date was met by the contractor. The regular work, except for the remaining A.C. paving, was done by about November 3. The main reason for the specified completion date was to get the detour fill removed before high water. This was accomplished in October. There was no activity on the project from November 4 to November 24, and the main work accomplished from that date until the December 10 stop work order was on force account work to repair existing piers and replace existing rollers and bearing pads (part of this is nonparticipating work).

Your concurrence is requested in a 26-day extension which, in effect, is the 26 days from November 4 to November 30 the contractor still had available under the original contract time in which to perform the A.C. paving work. On this basis, the 10 days of liquidated damages that have already accrued would be deleted and there would be 16 days remaining to complete the paving next spring.

JAB:mk ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

December 29, 1975

FILE:

FROM: J. A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Willamette River-Harrisburg Bridge
Contract 8139
Request for Time Extension

Hamilton Construction Company has submitted a request for a 15 day extension of the specified completion date on this project. This specified completion date was November 30, 1975. The project was placed under a stop work order as of December 11, and this order is not expected to be lifted until sometime in the spring when weather will permit placement of the final A.C. paving.

The objective of the November 30 completion date was met by the contractor. The regular work, except for the remaining A.C. paving, was done by about November 3. The main reason for the specified completion date was to get the detour fill removed before high water. This was accomplished in October. There was no activity on the project from November 4 to November 24 and the main work accomplished from that date up until the December 10 stop work order was on force account work to repair existing piers and replace existing rollers and bearing pads.

The resident and region recommend a 26 day extension which, in effect, is the 26 days from November 4 to November 30, which the contractor still had available under the original contract time in which to perform the A.C. paving work. On this basis, the 10 days liquidated damages that have already accrued would be deleted and there would be 16 days remaining to complete the paving next spring. This should be more than enough.

I concur in the field recommendations for a 26 day extension which should delete all liquidated damages. This is a rural primary federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:mk

Attach.

cc: Robert Church

K

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8139 Contractor Hamilton Construction Co.

Highway Albany-Junction City

Section Willamette River (Harrisburg) Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Extra work on the project was of such magnitude that 26 additional days should be granted and that amount of additional time is recommended.

Recommended for Approval:

Regional Engineer

For Construction Engineer or Bridge Engineer

Acting Ass't State Highway Engineer

Contract No. 8139
Project designation RF-105(7) State-Federal
Date awarded March 26, 1975
Work started April 7, 1975
Per cent completed 99% 12/12/75 Date
Specified Completion ~~No. of Workdays Allowed~~ 11/30/75
No. of Workdays Used --------
No. of Added Calendar Days ~~Workdays~~ Requested 15

SP*67865-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 25, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11/30/75 to 12/15/75, within which to complete our Contract No. 8137, without the assessment of liquidated damages. The said contract is described as follows:

Willamette River (Harrisburg) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We are requesting this adjustment of contract time as per Section 108.09 of the Standard Specifications due to the amount of extra work performed on the project.

Respectfully submitted,

Hamilton Construction Co.
Contractor

By
David Place, Project Manager

CONSENT OF SURETY

Date December 2, 1975

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren Attorney-in-fact

(SEAL)

Resident Agent

30

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
West Approach, Willamette River (Harrisburg) Bridge Sec.
Albany-Junction City Highway
Lane County

The location and final design phases on this section have been completed. The section is 0.32 mile in length and covers the deteriorated wooden trestle span of the westerly approach to the Harrisburg Bridge. The new westerly approach will be constructed on the existing alignment and provide a prestressed concrete slab span 1,706 feet long with a horizontal clearance of 32 feet and an 8-foot walk on the downstream side.

Public hearings and additional right-of-way are not required. The Federal Highway Administration concurred December 23, 1974 that location/design was not a factor in development of this project. Clearinghouse review is exempt by working agreement and nonmajor classification negates environmental statements.

This project is scheduled for letting early in 1975 at a total estimated cost of $2,500,000. I recommend your approval of this Federal-aid Primary Rural Project as listed on our current program and request your authorization for Federal financing.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Don Harwell
Ben Gifford
Gary Sund
Jack Graham
Alfred Shirley, Jr.

BLG:js dpy

RECEIVED
COUNTY & CITY SECTION
JAN 21 1975
☐ ENGR ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 3[illegible]
Salem, Oregon 97308

DATE: January 19, 1976

In reply refer to 104LLR.1/[illegible] 407.5

SUBJECT: Oregon Project RF-105(7)
Harrisburg Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
E. S. HUNTER

The Harrisburg Bridge approach span contract is essentially complete, except for final paving. The plan has been to apply a final topping of a Modified Class C asphalt concrete to the structure to serve as a membrane.

The "Membrane Waterproofing for Bridge Decks" progress report, dated December, 1975, lists Modified Class C asphalt concrete as one of the membranes tested. On page 3 of that report it states that the material is not impermeable according to the electrical resistivity test. It goes on to report that a laboratory study indicates its use substantially reduces the chloride penetration into a concrete slab and recommends that the material can be used in areas of little or no salting.

We are not prepared to accept Modified Class C asphalt for general use as a membrane on construction projects because of its [illegible] failure as an impermeable membrane.

The Harrisburg Bridge is on the [illegible] of town and has curves and grade changes. It appears reasonable that salt would be used on this structure and readings that your people have made bear this out. We therefore recommend that you select a more suitable membrane treatment for the bridge.

G. L. Green

cc
OSHD (A. Harwood)

RECEIVED
STATE HWY ENGR
JAN 20 '76
REFER TO

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 28, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Deck Overlay
Harrisburg Bridge, Contract 8139
Your Ref. 1041BR.1/407.5

This is in reply to the questions raised in your October 20, 1975 letter expressing concern over the adequacy of the AC leveling course as a deck seal. It is our intention to place the Modified C mix next spring when weather permits. We believe that this will provide adequate protection to the deck.

Irregularities in prestressed slabs due to camber and varying superelevation necessitated a leveling course. Use of the Modified C mix for this leveling course is not practical since the Modified C mix is difficult to use for this type of work. The vertical offset between slabs would have reduced the effectiveness of any seal. To use the Modified C mix full depth would possibly result in problems of stability. The Modified C mix is normally placed over existing AC and forms a seal as well as an anti-skid surface.

At the present time there is a minimum one-inch leveling course in place. It is tapered up at the northerly end of the approach spans to match the old deck. A stop order has been issued since successful placement of Modified C mix requires dry, warm weather.

The use of an asbestos asphaltic concrete, such as used on the Hubbard Interchange structure for the top course, is not considered practical since it would have very low skid resistance and low abrasion resistance.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh
cc E. S. Hunter, C. T. Keasey

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 20, 1975

In reply refer to: 1041BR.1/407.5

SUBJECT: Oregon Project RF-105(7)
Willamette River (Harrisburg) Bridge

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

On October 15 engineers from this office inspected the Harrisburg Bridge project. They expressed concern over the adequacy of the first lift of Class "C" asphalt pavement as a deck seal.

Mr. Hart's February 19, 1975 letter requested our approval of the use of an asphalt concrete mix on three jobs--of which Harrisburg Bridge was one. After additional correspondence and your furnishing of test data we agreed on April 21 to use a Modified Class "E" mix on the three structures. On April 25 this approval was amended to include Modified Class "C" mix.

The bridge presently has the leveling course of Class "C" mix in place. We are concerned about its porosity. We were informed that the open-graded Modified Class "C" topping will not be placed until next spring unless some good weather occurs in the near future.

We were under the impression that the waterproof layer would be in contact with the deck. The material placed thus far does not appear able to function as a membrane. This could be tested with your resistivity equipment. From the material in our files it would appear that you intended the upper lift to provide the "seal." We find that the field is not aware of this and want to be sure that everyone is aware that we are trying to waterproof this deck.

If it is not too late we suggest that you might consider the addition of asbestos to the top layer in view of the success on the Hubbard Interchange structure. In any event, we believe the final product should be tested for effectiveness as a membrane.

G. L. Green

RECEIVED
OCT 21 1975
BRIDGE SECTION

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR

DATE August 18, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Willamette River (Harrisburg) Bridge
Contract 8139
Your File 1041BR

The frozen expansion assemblies at pier 4 of the Harrisburg Bridge are being cleaned out by the contractor under price agreement. The bearings will then be examined to determine if they can be used or if new assemblies will be required.

The stress rods through the slab seat connection to the existing pier were detailed at a nominal spacing. The actual safety factor against load is on the order of 4:1.

We are concerned with the location of several of the stress rods along the plane of an apparent cold joint. The slab seat connection will be observed after the slabs are in place and carrying traffic. Additional stress rods will be installed if there is any indication of opening of these cold joints.

There is substantial cracking in the pier cap which must be repaired. We propose to epoxy pressure grout all of these cracks under a price agreement.

WJH:dh ia

bc E. S. Hunter
C. T. Keasey
W. J. Hart
C. O. Fredrickson
Jack Martin
Ellis Jones

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 8, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project RF-105(7)
Willamette River (Harrisburg) Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attn: Mr. H. S. Coulter, Assistant State Highway Engineer

NOTED
E. S. HUNTER

On July 23 we reviewed the west bank pier for the thru-truss of the Harrisburg Bridge on which the prestress slab spans must rest. This old pier has many cracks in the top section due to aging and apparent binding of the rollers supporting the truss.

We assume that you have made a rigorous analysis of the connection for the newly constructed structure and that the stress rods that you are proposing will adequately provide a bearing until the new pier replacement can be completed in the next phase of the river span work.

for G. L. Green

[illegible]
[illegible] E HWY [illegible]
AUG 11 '75
Hart
X

8-11-75

Walt Hart
answer direct.

From the desk of:
H. Scott Coulter

John Bond. —

I have signed this EWO. but think we should continue to ~~First~~ look for alternate solutions to the problem. — $45,000 that only buys us some flagmen is quite a sum of money. — I was tempted to change the wording and reduce that figure to $15,000 just to put some pressure on trying to come up with an alternate. —

Some questions — —

Are the violations ~~at~~ evenly distributed by direction of travel? by hour of day?

Could we phase out flagmen?

Would drop arms actuated by stop light work on one direction? both?

FORM E-30 (REV 10-69)

Bond
Jackmond
Harwood
Johnsen
Walker
AUG 5 1975
CONSTRUCTION
Berg

RESIDENT ENGINEER
RECEIVED
1975
RE
UE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon
July 29, 1975

To: C. O. Fredrickson
Region II Engineer

SUBJECT: Extra Work Order No. 3
Willamette River (Harrisburg) Br.
Albany - Junction City Hwy.
Lane County
Contract No. 8139

Submitted herewith is E.W.O. No. 3 to compensate contractor for labor and materials to transform 100 feet of guardrail to a type sufficiently portable for removal and reinstallation.

Such a guardrail, located on the right side of the first two spans of the old trestle, will be removed to allow passage of agricultural equipment. Labor for removal and replacement is included in this Order.

Also included is provision for two full-time flagmen, portable radios, and special roadway lighting of the flagmen's positions.

These flagmen are to supplant the existing temporary traffic signals during the alternating one-way traffic phase which will be in effect for approximately 10 weeks.

The traffic signals are ignored by a significant number of drivers. Law enforcement personnel are able to provide only occasional patrols through this section.

This problem was reviewed by the Region Traffic Engineer during a visit to the project. Control of traffic by flagmen has his approval.

The Region Construction Engineer was informed July 25th of the situation and I believe he recommends the proposed course of action.

Drop Arm gates?
Are both directions needed?
Phase out flagmen?

cc: C. T. [illegible] ✓
[illegible]
Approval [illegible]
Remarks: Reviewed w/Pound 7-29-75
REGION II CONSTRUCTION ENGINEER

J. H. Martin
Resident Engineer

State Police can't devote sufficient forces to ensure signal enforcement and no head on accidents. Reviewed on-site w/ Buell 8-1-75
A Wemer

cc: [illegible] Martin

MONTHLY TRANSASTION NUMBER 7-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 1-17	TATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lane
MODIFICATION NUMBER 1	*(PPM 21-7)*	PROJECT NUMBER BRF-105(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 23, 1975, is hereby modified as follows:

		Former amount	Revised amount
Estimated total cost of project		$ 1,443,357	$ 1,444,988
Federal Funds		$ 1,101,806	$ 1,083,741
Other revisions	RF=	472,775.93	-
	BRF=	629,030.07	1,083,741

This modification is made for the following reasons:

To include additional approved item and change entire Federal funds utilized in financing to Special Bridge Replacement funds.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of July, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By
(Division Engineer)
G. L. Green

By

(Title)

By

(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, July 14, 1975

Federal-aid Project
No. BRF-105(7)

WILLAMETTE RIVER (HARRISBURG) BRIDGE SECTION ALBANY-JUNCTION CITY HIGHWAY IN LANE COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 10,000.00

Type Code X032
Harrisburg Bridge #583E (Sta. 1409+00.80 to Sta. 1425+90)

Subtotal on previous estimate of March 31, 1975		$1,274,095.50
Additional Approved Item		
SFO No. 1 Adjust Existing Temporary Traffic Signals	All Required	1,450.00
	Subtotal	$1,275,545.50
	Engineering	159,442.50
	Total	$1,434,988.00

Length of Structure - - - - 0.320 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 10,000.00	$ 7,500.00	$ 2,500.00
Structure	1,434,988.00	1,076,241.00	358,747.00
Total	$1,444,988.00	$1,083,741.00	$361,247.00

Group 1 - ~~100%~~ 92% Gp 3 - 8%

Contract No. 8139

Prefixes: 22-1926 P.E.
20-1064

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon
		COUNTY Lane
		PROJECT NO. RF-BRF-105(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING	12-23-74	0.320
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-26-75	0.320
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 1,443,357	FEDERAL FUNDS RF 472,775.93 $ BRF 629,030.07

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

Date executed by Division Engineer ____________________

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. RF-BRF-105(7)

WILLAMETTE RIVER (HARRISBURG) BRIDGE SECTION

ALBANY-JUNCTION CITY HIGHWAY IN LANE COUNTY

Salem, Oregon, March 31, 1975

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 10,000.00

Type Code X032
Harrisburg Bridge #583E (Sta. 1409+00.80 to Sta. 1425+90)

Mobilization	All Required		$ 75,000.00
Temporary Protection and Direction of Traffic	All Required		12,000.00
Temporary Signs	800 sq.ft.	3.25	2,600.00
Temporary Barricades	5 only	50.00	250.00
Temporary Continuous Rail Traffic Barrier, Lighted	825 lin.ft.	3.50	2,887.50
Temporary Guardrail, Type 2	1,500 lin.ft.	4.50	6,750.00
Flagmen	500 hours	14.00	7,000.00
Temporary Bridge Rail	260 lin.ft.	5.00	1,300.00
Reflective Pavement Markers	65 only	6.00	390.00
Temporary Illumination	All Required		11,000.00
Clearing and Grubbing	All Required		5,000.00
Temporary Embankment	All Required		55,000.00
Temporary Drainage Structure, Sta. 1419+86	All Required		1,500.00
Temporary Drainage Structure, Sta. 1425+38	All Required		2,000.00
Watering	140 M-gals.	22.00	3,080.00
1" - 0 Aggregate Base	5,700 ton	3.60	20,520.00
Class "C" Asphalt Concrete Mixture	1,170 ton	7.00	8,190.00
Class "C" Modified Asphalt Cement in Mixture	650 ton	8.00	5,200.00
Asphalt Cement in Mixture	120 ton	80.00	9,600.00
Guardrail, Type 2A	275 lin.ft.	12.00	3,300.00
Guardrail, Type 3	50 lin.ft.	25.00	1,250.00
Guardrail Anchors, Type 1	2 only	300.00	600.00
Rail End Pieces, Type C	2 only	150.00	300.00
Extra for Asphalt Approaches	4 only	200.00	800.00
Roadside Seeding and Mulching	3 acres	600.00	1,800.00
Bridge Removal Work	All Required		50,000.00
Timber Detour Structure	All Required		60,000.00

Shoring, Cribbing, Etc.	All Required		$ 15,000.00
Structure Excavation	50 cu.yds.	15.00	750.00
Furnishing Pile Driving Equipment	All Specified		20,000.00
Furnish 16-inch Prestressed Concrete Piling	14,036 lin.ft.	8.00	112,288.00
Drive Prestressed Concrete Piles	9,410 lin.ft.	3.00	28,230.00
Structural Concrete, Class 3300 (955 cu.yds.)	All Required		134,000.00
4' x 45'/50' Prestressed Slabs	320 only	1,350.00	432,000.00
4' x 55'/60' Prestressed Slabs	8 only	1,700.00	13,600.00
Reinforcement (155,400 lbs.)	All Required		44,000.00
Reinforced Concrete Bridge End Panels	95 sq.yds.	36.00	3,420.00
Two Tube Metal Railing	1,669 lin.ft.	30.00	50,070.00
Three Tube Metal Railing	1,631 lin.ft.	40.00	65,240.00
Metal Rail	90 lin.ft.	42.00	3,780.00
			$1,269,695.50

Anticipated Items

Temporary Erosion Control	All Required	$ 1,000.00
On-the-Job Trainee (3 @ $800)	All Required	2,400.00
Epoxy Paving, Spans 4 thru 8	All Required	1,000.00
		$ 4,400.00
	Subtotal	$1,274,095.50
	Engineering	159,261.50
	Total	$1,433,357.00

Length of Structure - - - 0.320 Mile

Work Retained in Program Status

Adjust Existing Temporary Traffic Signals (S.F.)	All Required	$ 3,000.00
	Subtotal	$ 3,000.00
	Engineering	375.00
	Total	$ 3,375.00

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	78.19%	$ 7,819.00	$ 2,181.00
Structure #583E (G-1)(BRF)	838,706.76	75.00%	629,030.07	209,676.69
Structure #583E (G-2)(RF)	594,650.24	78.19%	464,956.93	129,693.31
Subtotals	$1,443,357.00		$1,101,806.00	$341,551.00
Retained in Program (G-2)(RF)	3,375.00	78.19%	2,638.00	737.00
Totals	$1,446,732.00		$1,104,444.00	$342,288.00

Group 1 - 58% Group 2 - 42%

Contract No. 8139

Prefix 20-1064
P.E. Prefix 22-1926

WILLAMETTE RIVER (HARRISBURG) BR. SECTION

Nonparticipating - State Work

Permanent Pavement Striping	All Required	$ 100.00
Stage Construction Striping	All Required	1,000.00
State Responsibility for Damages	All Required	500.00
		$1,600.00

Box 300
Salem OR 97308

June 23, 1975

Special Bridge Replacement Funds

1041BR/437.4

G. L. Green, Division Engineer

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have just received telecopier memorandums from Mr. [illegible] Lindberg, Associate Administrator for Engineering and Traffic Operations, FHWA, indicating that Oregon has been allocated $1,654,500 for the Federal redistribution share of unobligated Special Bridge Replacement funds for the following bridges:

E. S. HUNTER

	Bridges	Bridge No.
1.	Willamette River Bridge at Harrisburg	[illegible]0583
2.	Grande Ronde River Bridge (Island City)	[illegible]4821[illegible]
3.	Oswego Lake Outlet Bridge	[illegible]7
4.	Bitner Creek Bridge	[illegible]1251
5.	Bear Creek Bridge	32011

Please send over the PS&E submittal as soon as possible so that you can advertise the projects before the end of the month. This is a requirement of these funds.

Original signed by
[illegible]

G. L. Green

cc:
OSHD ([illegible] Hart)
OSHD (E. Hunter)

RECEIVED
JUN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 13, 1975

FROM: Specifications Unit

TO: Victor D. Wolfe, Location Engineer
Attn: Don Shaffer

SUBJECT: Footpaths and Bicycle Trails for
Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Lane County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1.	Mobilization	All	All Specified	-	$ 5,800
16.	1"-0 Aggregate Base	Ton	1,016	3.60	3,658
17.	Class "C" A.C. Mixture	Ton	28	7.00	196
19.	Asphaltic Cement in Mixture	Ton	2	80.00	160
28.	Shoring, Cribbing, Etc.	All	All Specified	-	1,500
29.	Structure Excavation	Cu.Yd.	2	15.00	30
30.	Furn. Pile Driving Equipment	All	All Specified	-	2,396
31.	Furn. 16" Pres. Conc. Piling	Lin.Ft.	1,680	8.00	13,440
32.	Drive Pres. Conc. Piles	Lin.Ft.	1,132	3.00	3,396
33.	Structural Conc. Class 3300	All	All Required	-	20,345
34.	4'x45'/50' Slabs	Each	32	1,350	43,200
35.	4'x55'/60' Slabs	Each	1	1,700	1,700
36.	Reinforcement	All	All Required	-	5,885
37.	R.C. Bridge End Panels	Sq.Yds.	7	36.00	257
			TOTAL		$101,958

Width: 8 feet Length: 1,936 feet

Total of all contract items $1,269,695.50
8% of contract in footpaths and bicycle trails.

cc: E. S. Hunter ✓
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
R. D. Church

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8139

Order No. 1

Section Willamette River (Harrisburg) Bridge

Date April 29, 1975

Highway Albany - Junction City

F.A.P. No. BRF RF-105(7)

County Lane

Prefix 20-1064

Account No. 274-01

Description of Work To Be Done: Adjust existing temporary traffic signals. This is an anticipated item and will be performed by State forces.

APPROVED EFFECTIVE DATE 5-13-75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hessner
G. K. Hessner
TITLE Dist. Engineer
DATE 5/20/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: "D" 1415+60
"L" 1414+50

Estimate of Quantities and Costs:

Labor	$ 600.00
Equipment	250.00
Material	600.00
Total	$ 1,450.00

Explanation: During stage III through stage V traffic may be reduced to alternate one-way movement under control of State-furnished traffic signals in accordance with the contract Special Provisions. The State has the necessary materials readily available for this temporary work and will salvage them at project completion.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,438,532.44
Present estimate of project cost, including $ 1,450.00 for work under this order	$ 1,432,771.44
Expected under-run ~~over-run~~ (amount)	$ 5,761.00
Expected under-run ~~over-run~~ (per cent)	0.4 %

Space to right of this line is for use of Salem Office

Submitted by: Warren B. Richards
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BURE

FORM PR-9
(REV 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65	ADT		FUTURE (66)–(70)	YEAR (71)–(72)	REGION (74)–(75)	STATE NAME	STATE CODE (2)–3
2		SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	ADT	4,400	7,400	94	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28–52	NATL. FOREST (63)–(65)	FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PREFIX LETTER(S) 14–23	NUMBER-AGR. NO. 7
3	P.E. & One Bridge								RF-BRF-	105 (7)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD					
4	CLASS OF FEDERAL FUNDS [1]: Rural Primary & Special Bridge Replacement	COUNTY NAME: Lane			
	NAME OF URBAN AREA 17-31: ---	F.A. SYSTEM: Primary	RTE NO.: P	FEDERAL AID: 3 (32)	STATE: 58 (36)

CARD	LINE NO	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHAR. PROP.
1	(14)(15)	16	41	42	43 - 46	53					(54)–(58)	(59)–(66)	(67)–(76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	28	RF-BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all phas reconstruct w to bridge ma
											(0.32)	(1,446,732)	(1,104,445)		
										"Willamette Riv. (Harrisburg) Br. Sec."	0.32	608,025.24	475,414.93	132,610.31	
										PROJECT TOTAL	0.32	618,025.24	483,214.93	134,810.31	
5					PE ROW CONST		REQUESTED REVISION	28	RF-105(7)	-Withdraw Project-		(16)–(23)	(24)–(33)		
										PROJECT TOTAL					

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE: To finance entire project with Special Bridge Replacement funds. Se BRF-105(7); Item No. 44

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: December 23, 1974

OTHER:
February 26, 1975
March 25, 1975

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE	April 9, 1975		
SIGNATURE			
TITLE	Project Management Engineer		

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

CTION NO.

TO W.O.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

BER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(20)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi. 21 65		4,400	7,400 (66) (70)	94 (71) (72)	10 (74) (75)	Oregon	41 (2) (3)	073 4 6	28 (14) (18)

OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF	DA AREA	EMERG YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
& One Bridge 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	RF-BRF- 14 23	105 (7) 7 13	(24) (26)	27

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

DERAL FUNDS [1]: Rural Primary & Special Bridge Replacement

COUNTY NAME: Lane

CODE: 039 (14) (16)

BAN AREA: ---

F.A. SYSTEM: Primary

RTE NO.	FEDERAL AID	STATE	U.S.
P	3	58 (32) (36)	-- (37) (41)

COUNT	WORK		STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
	CL	TYPE							TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
		PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	28	RF-BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all phases; reconstruct west approach to bridge main span.
								(0.32)	(1,446,732)	(1,104,445)		
							"Willamette Riv. (Harrisburg) Br. Sec."	0.32	608,025.24	475,414.93	132,610.31	
							PROJECT TOTAL	0.32	618,025.24	483,214.93	134,810.31	
		PE ROW CONST		RE-QUESTED REVISION	28	RF-105(7)	-Withdraw Project-		(16) (23)	(24) (33)		
							PROJECT TOTAL					

or PR-9 has been submitted st 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

plitting into two or more projects. Prepare a form PR-1 for all cts resulting from such action.

REASON FOR CHANGE: To finance entire project with Special Bridge Replacement funds. See Project No. BRF-105(7); Item No. 44

APPROVAL:
ember 23, 1974
ruary 26, 1975
ch 25, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE April 9, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Budget Bureau No. 41-R2068; Approval Expi

U.S. DEPARTMEN
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2		SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.		4,400	7,400	94	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	P.E. & One Bridge								BRF-RF-	105 (7)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	Rural Primary & Special Bridge Replacement	Lane

CARD	NAME OF URBAN AREA	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
4	--	Primary	P	3	58

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTE PROPOSE
1	(1to15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW		ITEM AS NOW PRO-GRAMED Stage 2	44	BRF-RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. line, W. 0.32 mi.	(0.32)	(10,000.00)	(7,800.00)		P.E. all phase west approach span.
					CONST					"Willamette Riv. (Harrisburg) Br. Sec."	(0.32) 0.32	(1,446,732.00) 838,706.76	(1,104,445.00) 629,030.07	209,676.69	
										PROJECT TOTAL	0.32	838,706.76	629,030.07	209,676.69	
5					PE ROW		RE-QUESTED REVISION Stage 2	44	BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. line, W. 0.32 mi.	0.32	10,000.00	7,500.00	2,500.00	P.E. all phase west approach span.
					CONST					"Willamette Riv. (Harrisburg) Br. Sec."	0.32	1,436,732.00	1,077,549.00	359,183.00	
												(16) (23)	(24) (33)		
										PROJECT TOTAL	0.32	1,446,732.00	1,085,049.00	361,683.00	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To finance entire project with Special Bridge Replacement funds. To c "Project Number" to correct prefix letters. See Project No. RF-BRF-105(7); Item No. 2

DATE OF INITIAL APPROVAL: March 25, 1975

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE April 9, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

N NO.

.O.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.		4,400	7,400	94	10	Oregon	41	115	44

PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI	DESIG.
One Bridge								BRF-RF-	105 (7)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I. PROJECTS ONLY

AL FUNDS [1]: Rural Primary & Special Bridge Replacement

COUNTY NAME: Lane — CODE: 039

AREA: --

F.A. SYSTEM: Primary

RTE NO.: P — FEDERAL AID: 3 — STATE: 58 — U S: --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PRO-GRAMED Stage 2	44	BRF-RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. line, W. 0.32 mi.	(0.32)	(10,000.00)	(7,800.00)		P.E. all phases; reconstruct west approach to bridge main span.
ROW										
CONST					"Willamette Riv. (Harrisburg) Br. Sec."	(0.32) 0.32	(1,446,732.00) 838,706.76	(1,104,445.00) 629,030.07	209,676.69	
					PROJECT TOTAL	0.32	838,706.76	629,030.07	209,676.69	
PE		RE-QUESTED REVISION Stage 2	44	BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. line, W. 0.32 mi.	0.32	10,000.00	7,500.00	2,500.00	P.E. all phases; reconstruct west approach to bridge main span.
ROW										
CONST					"Willamette Riv. (Harrisburg) Br. Sec."	0.32	1,436,732.00	1,077,549.00	359,183.00	
					PROJECT TOTAL	0.32	1,446,732.00	1,085,049.00	361,683.00	

R-9 has been submitted Yes ☐ days. CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

ing into two or more projects. Prepare a form PR-1 for all esulting from such action.

REASON FOR CHANGE: To finance entire project with Special Bridge Replacement funds. To change "Project Number" to correct prefix letters. See Project No. RF-BRF-105(7); Item No. 28.

OVAL: 25, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE April 9, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

sfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

April 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention Mr. H. A. Schell, Jr.

Dear Mr. Green:

Special Bridge Replacement Program

The following is a summary status report of the top 20 bridges on the State's Special Bridge Replacement List. Six structures have been added to this list of 20. These are the structures for which revised ratings have been submitted and which are anticipated to have low sufficiency ratings.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
1	9069	Second St., LaGrande	22.0	$ Not available. Need Bond Issue

City of LaGrande project. Preliminary design completed by Oregon Bridge Engineering Co. No work on final design pending decision on financing by the City and approval of participation by the Union Pacific Railroad. The existing Second St. overcrossing cannot be closed until the now-under-construction LaGrande Undercrossing is completed.

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
2	18T01	Cosine Cr. in McMinnville	23.7	$ 360,000 ?

This crossing on Davis St. is under study by the City. Proposed replacement is with a culvert and embankment. Funding was to be the subject of a special city bond issue.

4-15-75
Discussed with Wills [illegible]

Wills
Discuss 4-14

RECEIVED
COUNTY & CITY SECTION
APR [illegible] 1975
☑ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Item No.	Bridge No.	Bridge Name		Sufficiency Rating	Estimate	
3.	32C11	Bear Cr., Wallowa County	FASC ~~Co. Rd.~~	36.3	$ 150,000	

FAS-416 now 32-104(

Presently programed for replacement as an FASC project. Scheduled for contracting 6-19-75.

4.	12935	Thomas Creek Br., Linn Co.	Co Rd	42.1	200,000	Co

No survey for replacement to date.

5.	6070	Oswego Lake Outlet, City of Lake Oswego	[illegible] -City	43.1	350,000	75 [illegible] 25 City #

4-1 City # available after 7-1-75 [illegible] if necessary.

Preliminary plans have been approved by the City. The State is preparing final plans for the City. The City anticipates having their share of financing available after July 1, 1975.for replacement under the SBR fund if such funds become available. ok

✓6.	574	Nehalem River Bridge Highway 9		44.0	1,600,000	([illegible] Region)

No survey for replacement to date.

7.	583	Willamette River Bridge at Harrisburg	Hwy 58	48.1	1,438,532	

Unobligated 1975 and 1976 SBR funds have been applied to reconstruction of approaches now under contract.

8.	1000	Snake River Bridge Idaho Ave. in Ontario,	Hwy #455	48.3	2,000,000	

Design is 15% complete. No active design at this time. Scheduling is dependent upon release of additional SBR funds and Idaho's ability to finance their share.

✓9.	13089	Beaverton Creek	City-Co.	49.2	105,000	Co

No survey to date. Formerly FAS 839 - Wash Co. - Now an urban route
SW 185th Ave FAU-0035

Approx 1 mile North of Aloha

Item No.	Bridge No.	Bridge Name	Sufficiency Rating	Estimate
10.	1C117	Powder River Bridge	51.2	$ 100,000
No survey to date.				
11.	662	Rock Creek Bridge	51.9	360,000
Replacement proposed—a super span arch. Scheduled for third quater 1975.				
12.	7C11	Crooked River Bridge at Lone Pine	52.4	280,000
No survey to date.				
13.	200	Hood River Bridge at Hood River	52.7	605,000
Old survey would require re-evaluation. No active work at this time.				
14.	7C12	Crooked River-Elliott Rd.Br.	53.1	165,000
No survey.				
15.	598	Coquille River at Coquille	53.7	1,625,000
Major relocation. No work at this time.				
16.	2058	Santiam River at Mill City	53.9	
Sufficiency rating being reviewed. Existing bridge may not warrant present rating. No replacement being planned.				
17.	2728	Willamette River-Van Buren St. Corvallis	54.6	3,100,000
Survey completed. Preliminary structural design complete. Public hearing and EIS required. No active design work at this time.				

<table>
<tr><th>Item No.</th><th>Bridge No.</th><th>Bridge Name</th><th>Sufficiency Rating</th><th>Estimate</th></tr>
<tr><td>18.</td><td>1731</td><td>Malheur River Bridge</td><td>56.8</td><td>$ 700,000</td></tr>
<tr><td colspan="5"><i>Plans are 90% complete. Scheduled for third quarter 1975.</i></td></tr>
<tr><td>19.</td><td>1803B</td><td>Millican Creek Bridge</td><td>57.0</td><td>265,000</td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td>20.</td><td>1251</td><td>Ritner Creek Bridge</td><td>57.4</td><td>520,000</td></tr>
<tr><td colspan="5"><i>Plans 90% complete. Scheduled for 6-19-75.</i></td></tr>
<tr><td></td><td></td><td>Yachats River Bridge</td><td></td><td>600,000</td></tr>
<tr><td colspan="5"><i>Plans 80% complete. Scheduling contingent upon availability of SBR funds.</i></td></tr>
<tr><td></td><td></td><td>Chehalem Creek Bridge</td><td></td><td>2,650,000</td></tr>
<tr><td colspan="5"><i>Plans 70% complete. Scheduled for 6-19-75.</i></td></tr>
<tr><td></td><td></td><td>Polaski Creek Bridge</td><td></td><td></td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td></td><td></td><td>Williamson River Bridge</td><td></td><td></td></tr>
<tr><td colspan="5"><i>No survey to date.</i></td></tr>
<tr><td></td><td>4821A</td><td>Grande Ronde River Bridge
at Island City</td><td></td><td>700,000</td></tr>
<tr><td colspan="5"><i>Plans are complete. Scheduling contingent upon availability of SBR funds.</i></td></tr>
</table>

If there is unrestricted release of Special Bridge Replacement funds, the State would be able to contract between June and September of 1975 the bridges listed under Items 3, 5, 11, 18 and 20, plus the Yachats River Bridge, the Chehalem Creek Bridge, and the Grande Ronde-Island City Bridge.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
H. S. Coulter
L. W. Rulien
John H. Wood

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 26, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
March 13, 20 and 27 Bid Lettings

Bids were taken March 13, 20 and 27 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

MARCH 13 BID LETTING

1. Timber Junction
   Sunset Highway, Washington County
   Grade, Pave and Structure Project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Blodgett-Gellatly Summit
   Corvallis-Newport Highway, Benton County
   Grade, Pave and Structure Project

   Same as No. 1.

3. Hampton-Lake County Line
   Central Oregon Highway, Deschutes County
   Grade and Pave Project

   Same as No. 1.

4. North Yamhill River-12th Street (McMinnville)
Pacific Highway West, Yamhill County
Paving Project

Same as No. 1.

5. Lower Columbia River Highway at M.P. 30
(Brownsmead Road)
Lower Columbia River Highway, Clatsop County
Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

6. Oregon Coast Highway at Theil Creek Road
Oregon Coast Highway, Lincoln County
Grade and Pave Project

Same as No. 5.

7. Alsea Highway at Eckman Creek Road
Alsea Highway, Lincoln County
Grade and Pave Project

Same as No. 5.

8. Corvallis-Newport Highway at N. E. Harney Road
Corvallis-Newport Highway, Lincoln County
Grade and Pave Project

Same as No. 5.

9. Santiam Highway at Cottonwoods
Santiam Highway, Linn County
Grade and Pave Project

Same as No. 5.

MARCH 20 BID LETTING

1. Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway, Union County
Rest Area Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette River (Harrisburg) Bridge
   Albany-Junction City Highway, Linn & Lane Counties
   Grade, Pave and Structure Approach Project

   An 8-foot Class II bikeway will be provided.

3. Scottsburg-Golden Creek
   Umpqua Highway, Douglas County
   Paving Project

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

4. Pilot Rock-Nye Junction
   Pendleton-John Day Highway, Umatilla County
   Paving Project

   Same as No. 3.

5. Santiam Highway at Milton Street (Lebanon)
   Santiam Highway, Linn County
   Traffic Signals Modification Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Fivemile Creek Road
   County Road No. 133, Wasco County
   Structures Project

   Same as No. 3.

7. Fivemile Creek Bridge
   County Road No. 183, Wasco County
   Structures Project

   Same as No. 3.

MARCH 27 BID LETTING

1. Myrtle Creek-Canyonville
   Pacific Highway, Douglas County
   Grade, Pave, Structure, Sign and Illumination

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Chehalem Creek-Dundee
   Pacific Highway West, Yamhill County
   Paving Project

   Same as No. 1

3. Upper Salt Creek-Dolph Corner
   Willamina-Salem Highway, Polk County
   Paving Project

   Same as No. 1.

4. Mapleton-Austa
   Florence-Eugene Highway, Lane County
   Paving Project

   Same as No. 1.

5. Clear Lake-Coos County Line
   Oregon Coast Highway, Douglas County
   Paving Project

   Same as No. 1.

6. Barnett Road at I-5 Northbound Ramps & Highland Drive (Medford)
   Barnett Road, Jackson County
   Traffic Signal Project

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

7. Little Luckiamute River (Elkins Road)
FAS 751, Polk County
Structures Project

Same as No. 1.

8. Pacific Highway East at S. E. Rothe Road
Pacific Highway East, Clackamas County
Traffic Signal Project

Same as No. 6.

9. Madrona Avenue S.E.-Browning Avenue S.E. (Salem)
Pacific Highway East, Marion County
Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn lane.

10. N. Pacific Boulevard-Albany Avenue
Albany-Junction City Highway, Linn County
Grade, Pave and Signal Project

Same as No. 1.

11. South Yamhill River-Amity
Pacific Highway West, Yamhill County
Grade and Pave Project

Same as No. 1.

12. Oregon Coast Highway at S. E. Marlin Avenue (Warrenton)
Oregon Coast Highway, Clatsop County
Grade and Pave Project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:jp ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1975

In reply refer to: 1041BR.1/407.4

SUBJECT: Special Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Rulien's March 24, 1975 letter requested that we include three structures to the list of bridges eligible for SBR funding. I am sorry, but I do not have that authority.

Our Washington, D. C. office maintains an inventory of all the State bridges in their computer. This data is information that has been furnished by the State. If you find that the data furnished has become invalid or needs to be changed for one reason or another; it is necessary for you to furnish new data to the Washington computer. With the new data, a new priority list can be computed. This procedure is covered in FHPM 6.7.4.1.

G. L. Green

3-27-75

STATE HWY ENG.
MAR 26 '75
REFER TO
FOR

L. L. JOH

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Robert W. Straub
xxxxxxxxxxx

March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible]

FROM L. W. Rulien
Project Management Engineer

SUBJECT Eligible Structures
(SBRP)

Attached is a sheet indicating the structures in Oregon that have been declared eligible for Special Bridge Replacement (SBRP) since the inception of this program. You will note that 12 structures have been reconstructed (7 under this program and 5 under other programs). Current records indicate that the following structures remain eligible

Br. No.	Name
[illegible]	Coquille River
1251	Rither Creek
6069	2nd Street (La Grande)
14161	Coxine Creek
2476	Coalbank Slough
12935	Thomas Creek
6070	Lake Oswego Outlet

We have received verbal approval from your office to add the Harrisburg Bridge (583) to the eligible list and we are asking that the following additional structures, which are high on the priority list, be made eligible for future funding:

Br. No.	Name
662	Rock Creek
2054	Chehalem Creek (Newberg)
1173	Yachats River

LWR:bb
Attach.

cc: E. S. Hunter
E. L. Hardt
D. H. Moehring

LARRY

SPECIAL BRIDGE REPLACEMENT

	Hwy. No.	County	Route No.	Region	Section	Work	Estimated Cost FY75	Date Contract	Contract Amount	Remarks
					FHWA APPROVED 5-10-72 INDEPENDENTLY					
	450	Malheur	-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
					FHWA APPROVED 5-5-72 INDEPENDENTLY					
	211	Linn	OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
					FHWA APPROVED 12-29-72					
1	-	Deschutes	793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
2	-	Washington	631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
3					Burnt River Br.	-	-	-	-	Project Not on Syste
4	-	Lane	226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
5	-	Lane	226	3	Woahink Lake Br.					
6	-	Lane	226	3	Woahink Lake Br.					
7	-	Washington	837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
8	-	Marion	147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
9	242	Coos	-	3	Coquille Riv. Br.	Structure	1,625,000			
10	191	Polk	OR 223	2	Ritner Creek Br.	Structure	198,000			
					FHWA APPROVED 5-21-74					
1	City St.	Union	-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
2	City St.	Yamhill	-	2	Cozine Creek Br.	Structure	358,000			
3	9	Coos	US 101	3	Coalbank Slough Br.	Structure	1,230,000			
4	-	Josephine	17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced by County
5	-	Coos	255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural Cou
6	-	Crook	717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural Cou
7	-	Wallowa	476	5	Bear Creek Br.	Structure	100,000		--	Non Sec. Rural County
8	-	Clatsop	912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural Cou
9	-	Linn	763	2	Thomas Creek Br.	Structure	190,000			
10	-	Clackamas	-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
						Total Contracts			3,548,100	
						Apport. Total			4,379,000	
						Total Apport. Balance			830,900	

3-20-75

LARRY

SPECIAL BRIDGE REPLACEMENT

Route No.	Region	Section	Work	Estimated Cost 1-75	Date Contract	Contract Amount	Remarks
		FHWA APPROVED 8-10-71 INDEPENDENTLY					
-	5	Snake River (Adrian) Br.	Structure	716,200	6-12-72	716,200	
		FHWA APPROVED 5-5-72 INDEPENDENTLY					
OR 226	2	Sanderson Bridge	Structure	1,385,500	8-8-72	1,385,500	
		FHWA APPROVED 12-29-72					
793	4	Little Deschutes Riv. (Montgomery) Br.	Structure	118,200	10-8-73	118,200	
631	1	Tualatin Riv. ((Golf Course Rd.) Br.	Structure	534,200	5-8-74	534,200	
		Burnt River Br.	-	-	-	-	[illegible] System
226	3	Woahink Lake Br.					
226	3	Woahink Lake Br.	3 Structures	588,300	11-16-73	588,300	
226	3	Woahink Lake Br.					
837	1	Prickett Cr. (Stringtown Rd.) Br.	Structure	18,600	10-16-73	18,600	
147	2	Silver Cr. (Main St.) Br.	Structure	187,100	6-6-74	187,100	
-	3	Coquille Riv. Br.	Structure	1,625,000	-		
OR 223	2	Ritner Creek Br.	Structure	198,000	--		
		FHWA APPROVED 5-21-74					
-	5	U.P.R.R. 2nd St. (La Grande)	Structure	1,290,000			
-	2	Cozine Creek Br.	Structure	358,000			
US 101	3	Coalbank Slough B..	Structure	1,230,000			
17-110	3	Munger Creek Br.	Structure	55,000	-	-	Replaced By County
255	3	Coos River (Landrith) Br.	Structure	880,000	8-23-74	(1,507,400)	Secondary Rural County
717	4	McKay Creek Br.	Structure	39,000	5-1-74	(68,000)	Secondary Rural County
476	5	Bear Creek Br.	Structure	100,000		--	Non-Sec. Rural County, Comm. 1-22-75
912	2	Humbug Creek Br.	Structure	115,000	7-6-72	(159,800)	Secondary Rural County
763	2	Thomas Creek Br.	Structure	199,000			
-	1	Oswego Lake Outlet Br. (McVay Ave)	Structure	175,000			
			Total Contracts			3,548,100	
			Apport. Total			4,379,000	
			Total Apport. Balance			830,900	

TRANSACTION NUMBER 4-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-25-75

BY (Signature): MR. RULIEN'S MARCH 21, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SPECIAL BRIDGE REPLACEMENT

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 44 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
44	BRF-RF-105(7)	0.32	838,706.76	629,030.07	WILLAMETTE RIVER BRIDGE (HARRISBURG)	RECONSTRUCT WEST APPROACH STRUCTURE.
			(1,446,732)	(1,104,445)	(THIS IS A JOINTLY FINANCED PROJECT UTILIZING BOTH RURAL PRIMARY AND SPECIAL BRIDGE REPLACEMENT FUNDS)	

RECEIVED
STATE HWY ENGR
MAR 27 '75
TO
FOR

REMARKS (Division)

3-27-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAR 27 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-25-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

TRANSACTION NUMBER 4-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-25-75
BY (Signature): MR. RULIEN'S MARCH 21, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SPECIAL BRIDGE REPLACEMENT

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 44 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
44	BRF-RF-105(7)	0.32	838,706.76	629,030.07	WILLAMETTE RIVER BRIDGE (HARRISBURG)	RECONSTRUCT WEST APPROACH STRUCTURE.
			(1,446,732)	(1,104,445)	(THIS IS A JOINTLY FINANCED PROJECT UTILIZING BOTH RURAL PRIMARY AND SPECIAL BRIDGE REPLACEMENT FUNDS)	

MAR 27 '75

Orig

REMARKS (Division)

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 3-25-75
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

PRO 6-2

March 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-2 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. RF-BRF-105(7) to add necessary prefix letters "BRF" to jointly finance the construction portion of the initial project with both Rural Primary and Special Bridge Replacement funds.

Encl.

JG:js

Budget Bureau No. 41-R2068; Approval Exp

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi. 65	ADT	4,400	FUTURE 7,400 (66) (70)	YEAR 94 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2)

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 P.E. & One Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 RF-BRF- 23	NUMBER-AGR. NO. 7 105 (7) 13

CARD 4	CLASS OF FEDERAL FUNDS [2] Rural Primary & Special Bridge Replacement			COUNTY NAME Lane		
	NAME OF URBAN AREA 17-31 - - -	F.A. SYSTEM Primary	RTE NO. P	FEDERAL AID 3	STATE (32) 58 (36)	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHAR PROP
1	(1 to 5)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (70)		
5					PE		ITEM AS NOW PRO-GRAMED Stage 2	28	RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all pha Reconstruct to bridge ma
					ROW										
					CONST					"Willamette Riv. (Harrisburg) Br. Sec."	0.32	2,500,000	1,954,700	545,300	
										PROJECT TOTAL	0.32	2,510,000	1,962,500	547,500	
5					PE		RE-QUESTED REVISION Stage 2	28	RF-BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all phas Reconstruct to bridge ma
					ROW						(0.32)	(1,446,732)	(1,104,445)		
					CONST					"Willamette Riv. (Harrisburg) Br. Sec."	0.32	608,025.24	475,414.93	132,610.31	
										PROJECT TOTAL	0.32	(16) 618,025.24 (23)	(24) 483,214.93 (33)	134,810.31	

CARD | A form PR-1 or PR-9 has been submitted Yes | PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

OJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
R 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.		4,400	7,400	94	10	Oregon	41	073 115	28

D WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
ge								RF-BRF-	105 (7)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

s 1: Rural Primary & Special Bridge Replacement

COUNTY NAME: Lane — CODE: 039

- - -

F.A. SYSTEM: Primary — RTE NO.: P — FEDERAL AID: 3 — STATE: 58 — U.S.: - -

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PROGRAMED Stage 2	28	RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all phases; Reconstruct west approach to bridge main span.
				"Willamette Riv. (Harrisburg) Br. Sec."	0.32	2,500,000	1,954,700	545,300	
				PROJECT TOTAL	0.32	2,510,000	1,962,500	547,500	
	REQUESTED REVISION Stage 2	28	RF-BRF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	10,000	7,800	2,200	P.E. all phases; Reconstruct west approach to bridge main span.
					(0.32)	(1,446,732)	(1,104,445)		
				"Willamette Riv. (Harrisburg) Br. Sec."	0.32	608,025.24	475,414.93	132,610.31	
				PROJECT TOTAL	0.32	618,025.24	483,214.93	134,810.31	

een submitted Yes   PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STA COD (2)
2			ADT					

FOR MISCELLANEOUS FUNDS ONLY

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3										

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE 32

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CH PR
1	(14)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revi-sion Stage 2.	44	BRF-RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi. "Willamette Riv. (Harrisburg) Br. Sec."	0.32 (0.32) 0.32	(10,000) (1,446,732) 838,706.76	(7,800) (1,104,445) 629,030.07	 209,676.69	P.E. all Reconstru to bridge
										PROJECT TOTAL	0.32	838,706.76	629,030.07	209,676.69	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE:

-over-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
December 23, 1974	DATE March 21, 1975	DATE	DATE
OTHER: February 26, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

POSED WORK (35 spaces) 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY: POST MI. MI. (24) (26)	DESIG. 27

CODE 14 16

FUNDS 1

COUNTY NAME

RTE NO.

FEDERAL AID STATE 32) (36) U.S. (37) (41)

EA

F.A. SYSTEM

WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		Re-quested Revi-sion	44	BRF-RF-105(7)	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	(10,000)	(7,800)		P.E. all phases; Reconstruct west approach to bridge main span.
ROW					"Willamette Riv. (Harrisburg) Br. Sec."	(0.32)	(1,446,732)	(1,104,445)		
CONST		Stage 2				0.32	838,706.76	629,030.07	209,676.69	
					PROJECT TOTAL	0.32	838,706.76	629,030.07	209,676.69	
PE		RE-QUESTED REVISION								
ROW										
CONST							(16) (23)	(24) (33)		
					PROJECT TOTAL					

R-9 has been submitted days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

-over-

ng into two or more projects. Prepare a form PR-1 for all esulting from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
ROVAL: ber 23, 1974	DATE March 21, 1975	DATE	DATE
ary 26, 1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

USCOMM-DC 48903-P61

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

WILLAMETTE RIVER (HARRISBURG) BRIDGE SECTION

PROJECT NO. RF-BRF-105(7)

Reason for Change:

A. To jointly finance the construction portion of the project using Rural Primary and Special Bridge Replacement funds. Based on money value of which Special Bridge Replacement funds is firm, any additional cost over and above will be financed with Rural Primary funds.

B. To include in the "Project Number" the proper prefix letters.

C. To change the "Project Cost" to conform with the latest cost estimate and data.

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 3-21-75

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STA CO
CARD 2	1	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.		4,400	7,400	94	10	Oregon	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
CARD 3	P.E. & One Bridge								BRF-RF-	105	(

CARD 4

CLASS OF FEDERAL FUNDS: Special Bridge Replacement

NAME OF URBAN AREA: - -

COUNTY NAME: Lane

CODE: 039

ROUTE NO. P — FEDERAL-AID: 3 — STATE: 58 — U.S.: - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	(10,000)	(7,300)			P. Rec app ma
5					ROW								
5					CONST (CODE) X032		"Willamette Riv. (Harrisburg) Br. Sec."	(0.32) 0.32	(1,446,732) 838,706.76	(1,104,445) 629,030.07	209,676.69		ROW Acc Par non Uti req pre
							PROJECT TOTALS	0.32	838,706.76	629,030.07	209,676.69		

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

To jointly finance the construction portion of the project using Rural Primary
Replacement funds. Based on money value of which Special Bridge Replacement fu
additional cost over and above will be financed with Rural Primary funds.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

D.	FORM PR-1 (REV. 4-61) 3-21-75	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(20) 21 SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi. 68	**ADT**	4,400	(66) 7,400 (70)	(71) 94 (72)	10	Oregon	(2) 41 (3)	(4) 115 (9)	(14) 44 (18)

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
One Bridge 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 BRF-RF- 22	7 125	(7) 13	(24)	(26) 27

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Special Bridge Replacement	Lane	039 (14) (16)	☐ 1 OR ☒ 2

EA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	P	3	(32) 58 (36)	(37) - - (41)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (76)			
PE		SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.	0.32	(10,000)	(7,800)			P.E. all phases; Reconstruct west approach to bridge main span.
ROW								
CONST (CODE) X032		"Willamette Riv. (Harrisburg) Br. Sec."	(0.32) 0.32	(1,446,732) 838,706.76	(1,104,445) 629,030.07	209,676.69		ROW - 80' min.; Access control-none; Parking restriction-none. Utilities - adj. required including preparatory work.
RED BY		PROJECT TOTALS	0.32	838,706.76	629,030.07	209,676.69		
				(19) (23)	(24) (33)			

RAM APPROVAL DATES

REMARKS

To jointly finance the construction portion of the project using Rural Primary and Special Bridge Replacement funds. Based on money value of which Special Bridge Replacement funds is firm, any additional cost over and above will be financed with Rural Primary funds.

-over-

USCOMM DUSCOMM-DC 48005-P61

WILLAMETTE RIV. (HARRISBURG) BRIDGE SECTION

PROJECT NO. BRF-RF-105(7)

Remarks - continued.

Existing Facilities:

Br. No. 583; 3-180' steel thru trusses main span (L-540') with treated pile trestle spans (L-1665') for a total length of 2205'; H.C. 23'-6"; V.C. 14'-11"; H-20 loading.

Adjacent Facilities:

West end - - - 24-foot AC pavement with 8-foot shoulders.
East end - - - 24-foot PCC pavement with 6-foot shoulders.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.
2. Reconstruct, on existing alignment, the west approach providing a prestressed concrete slab span (Br. No. 583E) 1706 feet long with a horizontal clearance of 32 feet and an 8-foot walk on the downstream side (N. side).

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

PPM 90-1 Requirements: Nonmajor action project not requiring Environmental Statement.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 11, 1975
Salem, OR 97310

FILE:

SUBJECT: Willamette River (Harrisburg)
Bridge Section
Albany-Junction City Highway
Lane County

TO: File

A request was received from Region 2 for comment on the probability of flooding during construction of approach spans to the main structure across the Willamette River. It was further requested that the months during which flooding occurs be established from past history.

A field survey was made in 1970 of the left bank floodplain upstream from the subject structure during which cross-sections were taken for the purpose of constructing a contour map of the area. From this map it was determined that water first enters the left floodplain at the upstream end of a dike constructed by the Corps of Engineers in 1965. This overflow passes through the site of a recently reconstructed overflow structure about 1000 feet southerly of the subject structure and has no connection of immediate concern with the overflow.

The next overflow that occurs as the river continues to rise enters the floodplain at the downstream end of the same dike and flows in a northerly direction through the subject trestle from Stations 1423-1425+50, but never entering the old overflow channel just to the east of it. At a river stage approximately 0.5 foot higher, overflow at the same bank location also enters an old overflow channel which passes through the trestle at Station 1420. These two overflow channels are distinct and separate, and should remain so.

On the basis of probability, the recurrence frequency of runoff which will cause overflow of the banks at this location is about five years. At that river stage, the gage height at the U.S.G.S. recording gage located near the main spans over the river would be about 13 feet; however, information received from Mr. & Mrs. Ed Splawn who own the farm immediately downstream from the bridge indicates that overflow occurs at a gage height of 10.5-11 feet. I believe that this apparent discrepancy may be explained as follows:

(1) The U.S.G.S. recording gage is located on the right bank of the river in a relatively slack water;

(2) overflow of the left bank upstream, which is in the area of concern, is on the outside of a long curve in river alignment. The riverward slope of the bank is a relatively smooth-faced revetment with no velocity-retarding brush. As the stage of the river increases, the main thread of high-velocity current moves over toward the left bank which results in a higher water elevation along that side -- in other words, a super-elevation occurs across the water surface.

[illegible]

The result of these circumstances is that the recording gage does not reflect the stage of the river along the left bank; therefore, the river could be overflowing the left bank at a stage which appears to be too low for this to happen. Overflow can occur, therefore, on a return frequency of less than five years. Following are dates of overflow since the December 1964 flood:

- January 1966**
- March 1966
- October 1968**
- December 1969**
- January 1970
- November 1970
- December 1971**
- January 1972
- March 1972
- November 1973**
- January 1974

** Minor

The period of overflow generally occurs between the end of November and the end of March.

Of particular concern is the proposed grade of the detour as shown on the plans. As previously mentioned, the first overflow to occur in the area of concern passes through the bridge at Station 1425±; this area is being blocked off with a fill reaching ten feet in height. Two possible effects could be expected under flooding conditions: (1) the home left of Station 1428 might be flooded, and (2) the flood waters would be directed into the second overflow swale at Station 1420, a condition which must not occur. Although the contract calls for completion of the trestle by November 30, 1975, it is conceivable that it could be delayed over the winter and flood season by labor strike. It is strongly suggested that the gradeline of the proposed detour at Station 1425± be revised by lowering or eliminating the fill to maintain existing overflow patterns should such a contingency occur.

The proposed fill leading up to the main spans over the river at Station 1413 would cause very little change in normal flood patterns, and then only at extreme flood stages such as that of a December 1964 condition. This is the last area that the river overflows its banks and the water is quite shallow and velocities low -- 1 to 1-1/2 fps; therefore, no change in the proposed gradeline need be made at Station 1415±.

Richard L. Lenz
Hydraulics Engineer

RLL:jk

cc: H. S. Coulter
E. S. Hunter
Victor D. Wolfe
C. T. Keasey
J. H. Versteeg
W. J. Hart
C. O. Fredrickson

Robert W. Straub
XXXXXXXXX

March 7, 1975

Captain John Kirkland
U. S. Coast Guard
400 7th Street S.W.
Washington, D. C. 20591

Dear Captain Kirkland:

Harrisburg Bridge

Reconstruction of the approach trestle to the Harrisburg Bridge was a very important improvement to the Oregon Transportation Commission and the residents of the Lower Willamette River Valley.

Bids on this project will be received March 20 which will allow us to complete the project before high water next fall.

We were able to proceed with this necessary improvement only because of the fine cooperation received by your office and the Seattle District Office in processing our application. We are very appreciative of your efforts.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js

bc:
- F. B. Klaboe
- A. E. Johnson
- L. W. Rulien
- V. D. Wolfe
- W. J. Hart

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

DERAL AID PROJECT NO. RF-105(7)

STATE PROJECT NO. WILLAMETTE RIVER (HARRISBURG) BRIDGE SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. RF-28

COUNTY NAME: LANE

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act ✓ File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 26, 1975	FEBRUARY 26, 1975	PRIMARY ROUTE #3
		STATE ROUTE NUMBER
		ALBANY-JUNCTION CITY HIGHWAY #58

GENERAL LOCATION:
HARRISBURG, OREGON

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $1,000; ON THE JOB TRAINING IN THE AMOUNT OF $2,400 AND EPOXY PAVING IN THE AMOUNT OF $1,000.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$1,000
ON THE JOB TRAINING	2,400
EPOXY PAVING	1,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-6-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-75		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1-1

1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 18, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project F-105(7)
Willamette River - Harrisburg Section
Harrisburg Bridge Approaches - #538-B
Revised Preliminary Plans

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached to this letter are comments from our Washington Office. Note they express concern over perpetuating the existing access ramp particularly when we construct a detour access ramp at grade. This reinforces our position that this ramp must eventually be eliminated during the next stage of construction.

The comment about the sidewalk ramps for bicycles and pedestrians has been taken care of in the PS&E plans. The ramp has been changed from mainline traffic to across the access ramp.

If you have further comments please forward them and we will incorporate them into our reply to the Washington Office.

G. L. Green

Attachment
Wash DC ltr Chief, Bridge Div to Lybecker, 2-7-75

RECEIVED
FEB 21 1975
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ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: FEB 7 1975

In reply refer to: HNG-21
HNG-32

SUBJECT: Oregon Project F-105(7)
Willamette River - Harrisburg Section
Harrisburg Bridge Approaches - #538-B
Revised Preliminary Plans

FROM : Director, Office of Engineering
Washington, D.C. 20590
By: Chief, Bridge Division

TO : Mr. L. E. Lybecker
Regional Federal Highway Administrator
10:00 Portland, Oregon
ATTN: Mr. Roy Tokerud

The subject plans have been transmitted to this office for informational purposes.

In reviewing the plans and correspondence the need and/or desirability for perpetuating the existence of the access ramp at the middle of the bridge is not fully explained. Why this access road cannot be carried to an at-grade intersection off the end of the bridge is not apparent from the plans. We are very much concerned with safety aspects of this proposed intersection on the bridge. The sight distance provided for the users of the main roadway and the ramp is minimal. It is suggested that every effort be made to move this ramp off the bridge if possible.

It is noted that the sidewalk ramps for bicycles and pedestrians at the above-mentioned access ramp directs bicycle traffic toward the traffic lanes of the main roadway. It is suggested that these sidewalk ramps be revised to allow bicycle traffic to continue along the same line as the sidewalk across the access opening if the access ramp can not be eliminated.

Lester A. Herr

Lester A. Herr

Contract #8139

FORM E-30

PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

DATE February 11, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Willamette River Bridge
West Approach (Harrisburg)
Albany-Junction City Highway
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

FEB 13 1975

REMARKS:

APPROVED
ESH
E. S. Hunter
Date 2-13-75

RECEIVED
FEB 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date December 6, 1974

A. PROJECT IDENTIFICATION RF-105(-)

Name of Project Willamette River Bridge - West Approach (Harrisburg)
(Section)

Location of Project - Albany-Junction City (Highway Name) No. 58; US 99E; FAP No. 3 (Highway No., US - ORE)

Harrisburg (City) Lane (County) II (Region)

Program Federal Aid Primary Rural (Funding) $2,500,000 (Estimated Cost) 22-1406 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace the westerly approach to the Harrisburg Bridge (No. 583 E). The wooden trestle spans have deteriorated to a point beyond the capacity of Maintenance to restore. Replacement of the approach would eliminate the regular maintenance that disrupts the free flow of traffic and would provide a safe, modern

(continued at bottom of page)

Origin and History:

See Part I, Origin and History, in attached Appendix.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length The replacement approach would be 1656 feet long.

Termini The approach is at M.P. 29.09 - .48. The easterly end of the approach interfaces with the main spans of the Harrisburg Bridge. The westerly end is 45 feet longer than the existing approach. (Sta. 1409 + 37.05 to 1425 + 0.70)

Alignment (new or existing) Existing. The new approach would be constructed using the existing centerline. There would be a slight variation in the gradeline.

Purpose (cont.): structure. Sight distance for the roadway and access road users would be improved by the wider section and improved grade. Standard tube railings on the new structure would also contribute to better oncoming traffic visibility.

CATEGORY
3 PROJECT
NON-MAJOR

Description of Project (cont

Right-of-Way (acreage and type of land use) No additional right-of-way would be required. Construction easements would be necessary.

Typical Section Two (2) 12'0" travel lanes, 4'0" shoulders, and an 8'0" sidewalk on the northerly or downstream side. (42' 6½" total width out-out)

Bikeway The 8-foot sidewalk area would be signed and used for bicycle traffic.

Structures The approach would consist of thirty-three (33) 50-foot long span slabs supported by rows of eight (8) 16-inch precast prestressed concrete piles.

Additional Facilities The existing access road connection for the Edward B. Splawn residence on the northerly side would be improved and rebuilt in the same location.

Access Control The access to the approach would not change.

Materials The spans and piles would be precast prestressed concrete. Some fill material would be required at the westerly end and for the detour road. (Amounts unknow

Borrow and Waste Disposal Not identified at this time.

Special Construction Methods The construction of the approach would be staged to minimize inconvenience to highway user. Planning for the detour is presently underway.*

Characteristics (ADT) During 1973, the average daily traffic was 4,300 vehicles. The projected 1993 ADT is 7,000. Design capacity for the existing highway is 4,800. An origin-destination study was conducted in 1971. Fifty-seven (57) percent of traffic ends or originates in Harrisburg. (continued at bottom of page)

Other General Information (or Supplemental information to items)

*A temporary detour route (two 11-foot travel lanes with 4-foot shoulders) would be constructed immediately south and parallel to the approach. A wooden trestle approach would create a 6-7% grade to the main bridge. One-way traffic would result in later stages of construction. The approach construction would cause total closure to traffic for one or two days. Construction time is estimated to last 9-10 months.

Project Sketch Map is Attached: ☒ Yes ☐ No

Characteristics (cont.): The accident rate for the bridge and approaches (MP 29.09-29.48) is 2.45 accidents per million vehicle miles of travel (5½-year rate; 2/3 of 1969, 1970-1973, and ½ of 1974). This compares with the statewide average rate of 2.0 accidents per million vehicle miles for similar types of highways.

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

See Part II, Alternatives, in Appendix for discussion.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) A Combined Corridor/Design Hearing on the West Approach-Harrisburg Bridge was held June 25, 1970, in Junction City.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type _____ Tentative Date(s) _____

A-95 Review: ☒ Not Required ☐ Required

Date Submitted May 27, 1970 Date Received State-June 24, 1970 District-July 2, 1970

Expected Coordination with Local, State and Federal Agencies City of Harrisburg, Lane County, local COG, U.S. Geological Survey, Pacific Northwest Bell, Pacific Power and Light, Northwest Natural Gas, etc.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Mr. and Mrs. Edward B. Splawn, property owners whose access is being affected by the approach replacement.

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☒ Survey Authorization____________

☒ Reconnaissance____________

☒ Field Location____________

☒ Office Location____________

☒ Field Prel. Design____________

☒ Office Prel. Design____________

☒ Final Design____________

☐ Contract Plans Scheduled for February 1975

FHWA

Status Date

☐ Systems Planning NA

☐ Prel. Engineering NA

☐ Corridor Approval____________

☐ Design Approval____________

☐ Plans, Specifications and Estimates Approval____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) The physical terrain in the Harrisburg area is essentially flat. The predominant feature is the Willamette River, which borders the city of Harrisburg at river-mile 160.9 above its confluence with the Columbia River. The flood plain of the Willamette has a history of overbank flow which has caused continual shifting in its channelization. This overflow is caused by large amounts of annual rainfall in the immediate drainage area and a relatively low river gradient (approx. 4 feet per mile). The Willamette River is a major migratory route for anadromous fish. The river provides suitable areas where young salmonoids may grow, and where both cold and warm water species of fish reside throughout the year.

The preponderance of land in the area outside of Harrisburg proper, and bordering the river, is devoted to agriculture. The shallow flood channels, oxbow lakes and sloughs, and the riparian zone along the river provice natural habitat for many species of smaller mammals, birds, and reptiles. The woodlands that border the river and agriculture fields contain alder, willow, cottonwood, big leaf maple and ash. There are no known rare or endangered species reported in the study area.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land use surrounding the approach is agriculture. The city of Harrisburg is east of the main river crossing. Junction City is four miles south; Eugene is eighteen miles. Harrisburg is a small city of 1,311 (1970 census), a 39.6 percent increase over the 1960 figure. Though situated in a predominantly agricultural region, the indigenous industry of Harrisburg is not oriented to a farming economy. Wood products and construction industries comprise an aggregate of over 90 percent of the local industrial labor force. Two railroad lines service Harrisburg, the Southern Pacific and the Burlington Northern (formerly owned by Oregon Electric Company). Interstate 5, the major north-south arterial through the Willamette Valley, parallels Highway 99 East and the Willamette River six miles to the east of Harrisburg.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional right-of-way is required. Construction easements would be necessary.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

This project would affect no long-range changes in traffic patterns. However, the detour during the construction period would result in decrease flow of traffic and would create some inconvenience for the highway user.

Consequences:

During the final stage of construction, the approach and river crossing would be closed to traffic for 1-2 days, necessitating lengthy out-of-direction travel for roadway users.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None foreseen

Consequences:

None

4. Expected Adverse Effects on Natural Ecological Resources:

None foreseen

Consequences:

None

5. Expected Adverse Effects on Cultural and Scenic Resources:

None foreseen

Consequences:

None

6. Preliminary Identification of Areas of Critical Environmental Concern:

None identified. (No major changes in river overflow hydraulics are anticipated since the replacement project is similar to the existing situation. The longer, cleaner spans of the new trestle would convey more water than in the past. This would not result in subjecting the downstream property to more erosion.)

7. Potential for Controversial Issues:

Implementation of this project could be construed to mean the Oregon State Highway Division is committed to replacement of existing bridge and to no other alternatives.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Consistent

b. Noise Standards

Consistent

c. Water Quality Standards

Consistent

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

No additional effort appears necessary at this time. Researchers studied the subject area when a DEIS was initiated for the Harrisburg Bridge project.

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

None identified

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

None identified

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

None identified

REGION -
(Environmentalist, Resident Engineer)

None identified

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

NOTE: According to Chapter I of Title 23 CFR, Part 771.9, this project is deemed a non-major action and would not require further environmental documentation. This determination is made with the understanding that this project would not preclude the consideration of alternative river crossing at some future time.

APPENDIX

I. Origin and History

The bridge and wooden approaches over the Willamette River at Harrisburg were completed in 1925. The steel bridge has three 180-foot spans, is 540 feet in length and 23 feet 6 inches in width. The vertical clearance is 14 feet 11 inches. The wooden trestle approach spans on the westerly side are 1,655 feet in length and consist of 66 twenty-five-foot pile trestle spans with four-by-twelve and two-by-two decking. A walkway is provided on the northerly (downstream) side of the bridge and approach.

The approach spans were rebuilt in 1943 and have subsequently deteriorated to the point that the integrity of the structure is questionable. The approach spans have required frequent and regular maintenance. In the period from 1959 to 1968, the decking was patched on fifty separate occasions at a total cost of over $30,000, exclusive of maintenance costs for patching the wearing surface. Moisture has penetrated and caused decay in the decking on top of the stringers. Furthermore, the spans exhibit a considerable amount of deflection under load. This condition, coupled with the decay of the decking, makes it impossible to maintain a good wearing surface. The stringers and piling have also deteriorated to the point that replacement should be considered on the entire structure as the most economic method of maintaining the structure in an acceptable condition. It does not appear reasonable to proceed with a major repair program knowing that this would be only a stop-gap measure. The basic age and design is completely obsolete and would require a continuing and expensive repair program.

A request for replacement of the approach span was initiated by the Maintenance Section as early as January 1968, and a proposal was worked up for replacing the approach. The approach facility was to be a two-lane highway with 12-foot travel lanes with 10-foot shoulders and a 7-foot pedestrian walk along the northerly side. The horizontal and vertical alignments were to be nearly the same as the existing highway. The proposed project was to have limited access, with most of the approaches being connected to the proposed facility in the same location as they now are. The access that connects to the northerly side of the existing approach structure was to be revised. This access would be reconstructed on the southerly side of and generally parallel to the proposed structure, with the westerly end connecting to the highway at a point about 100 feet westerly of the end of the structure. The easterly portion of the access road would have passed under the proposed structure and connected to the existing road.

An A-95 was initiated on May 27, 1970 and received from the State Clearinghouse on June 24, 1970 and from District 5 Clearinghouse on July 2, 1970. The responses were favorable to the approach improvement.

A Combined Corridor/Design hearing was held on the approach on July 25, 1970, in Junction City. Although the hearing was on the westerly approach trestle, testimony was not confined to that proposal. All those commenting at the hearing session, or after by letter, concurred that a new crossing structure was an eminent concern. The general consensus was that the proposal ought to be advanced. Opposition to the proposed location of the structure was voiced by a representative of the South Linn County Zoning Commission, who suggested a new structure and approaches connecting to Territorial Street, with the potential of a more direct connecting link to Interstate 5. One other individual proposed the same alternative. Another individual proposed an alternative that would leave the existing bridge as part of a couplet system: eastbound traffic would follow the existing highway and westbound traffic would cross the river on a new structure and highway, an extension of Territorial Street, and would join the existing highway in the vicinity of McMullen Lane. It was the stated opinion of the Highway Division that there was no corridor which could be consider as an alternative.

Subsequent to the hearing, the district Federal Highway Administration, concerned that reconstructing the present bridge essentially on the existing alignment ties down the route to this location for the life of the structure, requested that the Highway Division give consideration to alternate designs which would provide better through service, opportunities for future development, and local service along with the through-service (Letter, dated July 30, 1970, Simpson to Porter).

The Highway Division defended its position by stating that if the existing location were used, improvements could be made in short sections as money became available. Also, that immediate major repair or replacement of the trestle was needed and that a bypass-type route would mean out-of-direction travel (Letter, August 12, 1970, Porter to Simpson).

FHWA again responded that the Highway Division should consider overall planning for the area and the ultimate development of the Federal-aid route. Also, alternatives should be studied and that the approach should be repaired until additional funding is available for replacement of the bridge and approach (Letter, August 19, 1970, Simpson to Porter).

On August 24, 1970, the OSHD requested location/design approval on the west approach project.

FHWA and the Highway Division continued to differ in viewpoint on the subject project. Subsequently, on December 23, 1970, OSHD requested that location/design approval be withdrawn. An investigation to consider alternative locations for the bridge was to be undertaken. The project now became expanded to include both replacement of the main span and the approaches.

The delays created by the lack of a decision resulted in the OSHD contracting an overflow structure immediately south of the Harrisburg Bridge with 100% State funds (cost $365,000). The structural conditions of the overflow bridge would not permit further delay in its replacement.

An A-95 on the Harrisburg Bridge replacement was submitted on September 14, 1972 and was received from the Districts on October 4 and 16, 1972 and from the State on October 11, 1972. A new hearing was planned on the expanded project.

After completion of the alternative route study, (see discussion of alternativesin Part II of this Appendix) the Highway Division again reached the conclusion that the best course of action was to replace the existing structure at its current location, thereby doing a minimum amount of road construction (Letter, January 9, 1973, Hunter to Green). In a response (January 23, 1973, Baldwin from Green) FHWA tentatively agreed with the proposal.

On February 23, 1973, a meeting was held with members of the Harrisburg City Council to explore the community feelings on replacement alternates of the bridge.

A negative declaration on the Harrisburg Bridge was prepared and went to Study Committee on April 6, 1973. The issue raised at the committee meeting by FHWA centered around whether a negative declaration or a draft environmental impact statement was the more proper document to issue for this project. No apparent resolution was reached, and the Highway Division submitted a Negative Declaration on the project (May 4, 1973). On May 17, 1973, (Letter, Green to Baldwin) FHWA returned the document unsigned and requested that a draft EIS be prepared based on the following rationale:

> ..."We now believe after further review of the alternatives for this project and review of the environmental aspects of these alternatives that a negative declaration is not appropriate. The magnitude of the alternative is such that the nortnerly alternative would be major actions. The possible major actions have the potential for significantly affecting the environment."

On May 24, 1973, the OSHD responded (Letter, Klaboe to Green) with defense of our action and requested reevaluation of our position.

In the interim, the Environmental Section proceeded with environmental research appropriate for inclusion in a draft environmental statement for the bridge replacement.

The Six-year Implementation Program has proposed replacement of the Harrisburg Bridge for calendar year 1977. The main bridge is becoming unsafe because of physical deterioration of the approach spans. The steel structure has become functionally obsolete relative to the volume of present and projected traffic. The restricted clearance causes a major potential hazard to all vehicles, especially the larger trucks. Although in service for almost 50 years, the bridge has not yet exceeded its expected life and is still structurally safe. The main bridge is well maintained and is inspected regularly.

Nonetheless, it is our understanding that funding difficulties may delay the replacement of the bridge for several years (beyond the current schedule of 1977). Replacement of the west approach is, however, urgent due to its poor condition. Contract letting is proposed for February 1975.

II. LOCATION ALTERNATIVES

Three alternative alignments for the Junction City-Albany Highway (#99E) have been studied in the Harrisburg area. These alternatives are a northerly by-pass route, a parallel facility adjacent to the existing location, and a southerly route (herein referred to as Alterantives #1, #2, and #3, respectively). Note the Sketch Map and Figure 1 attached. A fourth alternative, No-build, is also discussed. Variations in route and connections have been considered for Alternatives #1 and #3.

The northerly terminus (Pt. A) of the alternative alignments has been established in the past by acquisition of four-lane right-of-way and construction of two lanes as the first stage of improvement. This point lies north of the city limits of Harrisburg on 99E. The southerly terminus (Pt. D) is near the northerly limits of Junction City which, according to needs study, will not require a significant route change in the foreseeable future but only expansion to larger capacity by a couplet. (Note, however, that Junction City's Comprehensive Development Plan, adopted November, 1973, recommends the realignment of Highway 99 east of the city to provide an easterly bypass.) The route studies described herein connect these two controls (A-D) by three alternatives.

FIGURE 1

Alternate Routes

*Estimates of Oct, 1974. Two-lane facility with ROW for 4 lanes

	#1 (Northerly By-Pass)	#2 (Parallel)	#3 (Southerly)
Length (miles)	1.3 (A-B)	0.9 (B-C)	3.4 (C-D)
Alignment	Improved A-B - new B-D - existing	Same Perpetuates poor existing alignment	Improved A-C - existing C-D - new
Right-of-Way	(A-B) Approx. 20 acres Five residences and possibly one large business. Agriculture, residential & commercial	(B-C) Approx. 5 acres Two residences Residential and small amount of agriculture land	(C-D) Large amount (unknown) No residential displacement Agriculture land use
Structure(s)	Two 50% longer than existing bridge Acute angle to river	One Same as existing Right angle to river	Two or More Longer than existing bridge Addition overflow structures Acute angle to river
Cost estimate			
Grading & Paving	$ 1,019,600	$ 422,900	$ 4,340,300
Structure	9,968,000	5,742,400	13,325,000
Right-of-Way	517,200	84,000	200,000
Total	$11,504,800*	$ 6,249,300*	$17,865,300*
Travel	By-pass of Harrisburg Out-of-direction travel for 57%	Through Harrisburg Least disruptive of present traffic patterns	Through Harrisburg Circulation pattern interrupted
Other	Possible hydraulics problems. Floodplain crossing. Compatible with future growth of the area. Can stage route. Minor wildlife habitat disruption	Congestion in business area Can stage route	Congestion in business area. Extensive floodplain crossing. Possible hydraulics problem. Major disruption of wildlife habitat. Cannot stage route. Existing road would need to be maintained.

Alternative #1 - Northerly Bypass

This alignment (A-B-D) extends southwesterly from the existing highway north of Harrisburg to a point on the existing highway approximately one mile southwest of Harrisburg. The connection between Points A and B would be new alignment on floodplain area used for agriculture. The new structure and approaches would cross the Willamette River at an acute angle, approximately 3/4 mile downstream from the existing bridge. The southerly part (B-D) would consist of improving the existing highway. Right-of-way for all the alternative routes described herein would allow for four lanes, with initial improvement being restricted to an improved two-lane facility. The bridges and in town route would be two lanes.

Two variations were studied on this northerly by-pass route, the as-shown straight line and a line containing two curves to allow a bridge crossing approaching more of a right angle. A route connection with territorial street was also considered. This variation utilized the existing Highway 99E from the north through Harrisburg to its junction with territorial street. This street would be reconstructed from Third Street to the Willamette River. This alignment would allow an east-west crossing of the river. This route was not studied further because it was felt that route D-B-A served the total situation better than this variation.

The length of new alignment on this alternative is 1.3 mile. Approximately twenty acres of right-of-way would be required. Land uses affected would be residential, commercial, and agricultural. Five residences, affecting 15 individuals, would be relocated. The Morse Brothers sand and gravel and precast concrete operation would not be displaced, but

Alternative #1 - Northerly Bypass

This alignment (A-B-D) extends southwesterly from the existing highway north of Harrisburg to a point on the existing highway approximately one mile southwest of Harrisburg. The connection between Points A and B would be new alignment on floodplain area used for agriculture. The new structure and approaches would cross the Willamette River at an acute angle, approximately 3/4 mile downstream from the existing bridge. The southerly part (B-D) would consist of improving the existing highway. Right-of-way for all the alternative routes described herein would allow for four lanes, with initial improvement being restricted to an improved two-lane facility. The bridges and in town route would be two lanes.

Two variations were studied on this northerly by-pass route, the as-shown straight line and a line containing two curves to allow a bridge crossing approaching more of a right angle. A route connection with territorial street was also considered. This variation utilized the existing Highway 99E from the north through Harrisburg to its junction with territorial street. This street would be reconstructed from Third Street to the Willamette River. This alignment would allow an east-west crossing of the river. This route was not studied further because it was felt that route D-B-A served the total situation better than this variation.

The length of new alignment on this alternative is 1.3 mile. Approximately twenty acres of right-of-way would be required. Land uses affected would be residential, commercial, and agricultural. Five residences, affecting 15 individuals, would be relocated. The Morse Brothers sand and gravel and precast concrete operation would not be displaced, but

Alternative #1 - Northerly Bypass

This alignment (A-B-D) extends southwesterly from the existing highway north of Harrisburg to a point on the existing highway approximately one mile southwest of Harrisburg. The connection between Points A and B would be new alignment on floodplain area used for agriculture. The new structure and approaches would cross the Willamette River at an acute angle, approximately 3/4 mile downstream from the existing bridge. The southerly part (B-D) would consist of improving the existing highway. Right-of-way for all the alternative routes described herein would allow for four lanes, with initial improvement being restricted to an improved two-lane facility. The bridges and in town route would be two lanes.

Two variations were studied on this northerly by-pass route, the as-shown straight line and a line containing two curves to allow a bridge crossing approaching more of a right angle. A route connection with territorial street was also considered. This variation utilized the existing Highway 99E from the north through Harrisburg to its junction with territorial street. This street would be reconstructed from Third Street to the Willamette River. This alignment would allow an east-west crossing of the river. This route was not studied further because it was felt that route D-B-A served the total situation better than this variation.

The length of new alignment on this alternative is 1.3 mile. Approximately twenty acres of right-of-way would be required. Land uses affected would be residential, commercial, and agricultural. Five residences, affecting 15 individuals, would be relocated. The Morse Brothers sand and gravel and precast concrete operation would not be displaced, but

considerable disruption would be caused. This alignment bypasses Harrisburg and traffic studies have shown that of the Willamette River bridge traffic 57 percent have origins or destinations in Harrisburg and 43 percent are through traffic. This would mean out-of-direction travel for the 57 percent. This route would eliminate the problem of congestion in the business area of Harrisburg, and would appear to be more compatible with the future growth of the area. This route would require a main span 50 percent longer than the existing one and longer approaches, due to the acute angle of the route and the floodplain. This route would also pose potential hydraulics problems. The total cost estimate of this route (Points A-B) is $11,504,800.

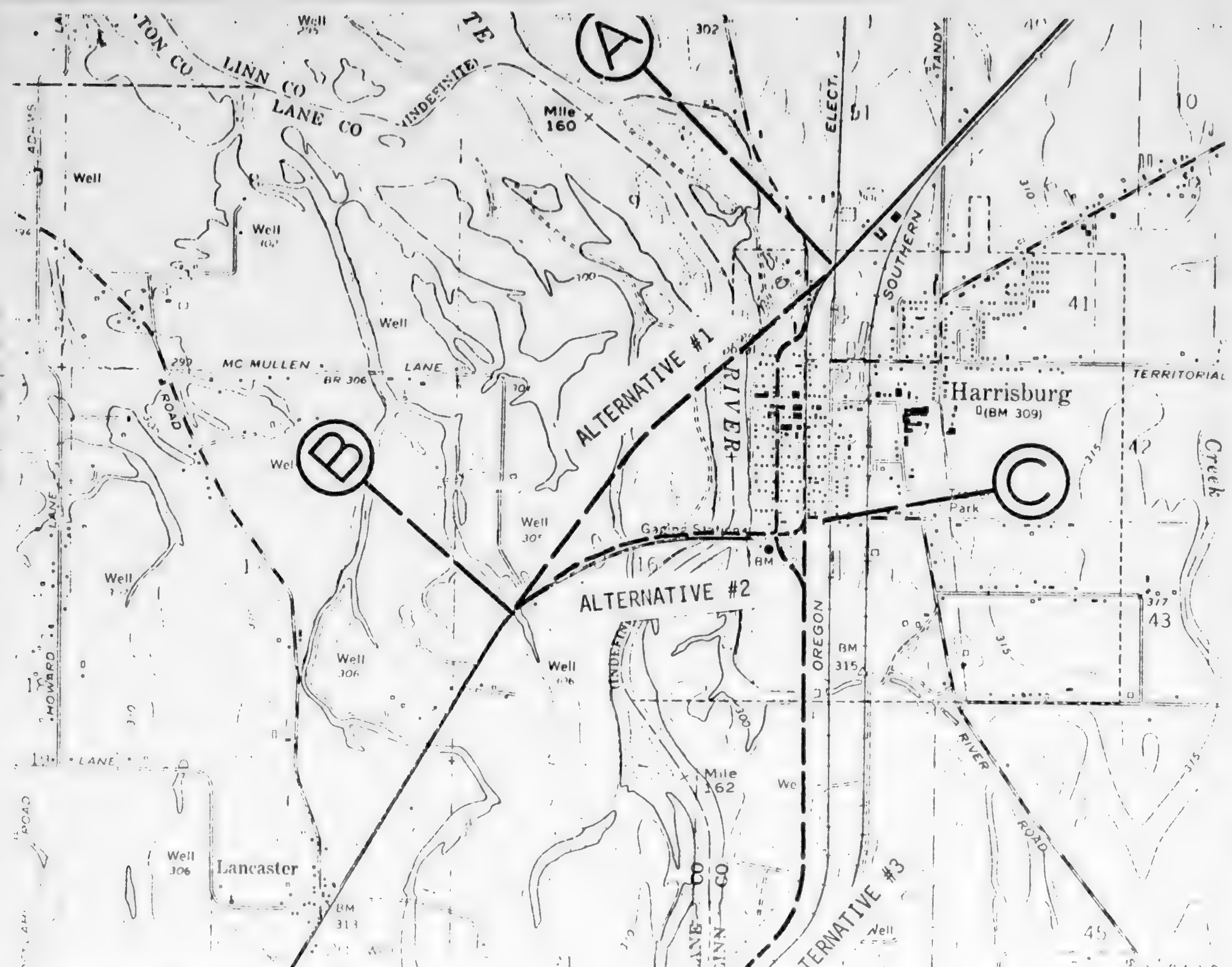
Alternative #2 - A Parallel Facility

This alignment (A-C-B-D) uses the existing alignment, except in section B-C. This alternative would place the new bridge and approaches downstream about 45 feet. Approximately five acres of residential and agricultural land would be required for right-of-way. Two residences would be affected. This alignment crosses the river at one of its narrower reaches at a right angle to stream flow, allowing the shortest possible length of structures. This alignment places traffic in Harrisburg and would be the least disruptive of present travel patterns. The total cost estimate (B-C) is $6,249,300. Although it has the lowest initial cost, it exhibits the disadvantage of perpetuating the poor alignment through this area and the problem of congestion in the business area.

Alternative #3 - A Southerly Route

A route was studied (A-C-D) that would leave the existing highway at the southerly edge of Harrisburg at LaSalle Street and would proceed south and west for 3.5 miles, paralleling the Oregon Electric railroad tracks to a junction with 99E one-half mile north of Junction City. This route would require the purchase of all new right-of-way through agricultural and floodplain land. No residential relocation would be necessary. However, major disruption of valuable wildlife habitat would occur. The existing highway would have to be maintained for local service and the traffic circulation pattern would be interrupted. This route again places the flow of traffic through Harrisburg. To handle future traffic through Harrisburg, widening or establishment of a couplet (A-C) would be required. The Willamette River crossing would be a little over a mile upstream from the existing structure. Difficult floodplain problems exist as the alignment crosses an extensive floodplain. Within this floodplain area the railroad company has constructed nine separate trestles plus the main spans with trestles crossing the Willamette River which have set the precident for the overflow pattern. This segment would have to be constructed in one unit to be usable, unlike the other two alternatives that could be staged. The cost of this section (C-D) is estimated to be $17,865,300 ($13,325,000 of this for structures).

The four alternative would be the No-Build option. This option would leave a presently dangerous highway problem in a status quo condition, necessitating large additional yearly expenditures for maintenance and repair. This condition would also contribute to annoying delays to the users while repairs are underway.



SKETCH MAP

Harrisburg Bridge Alternatives
Prefix 22-1406

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

ADDENDUM

Willamette River (Harrisburg) Bridge

Section H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

Paragraph 4 is revised to read as follows:

Expected Adverse Effects on Natural Ecological Resources:

A river gravel fill will be used for a portion of the temporary detour around the construction site.

Consequences:

This fill is of no consequence during the low river flow period because it is high on the flood plain. If the fill were left in place during the flood season, it would have little effect compared to the conditions which existed during the 1964 flood. The area to be occupied by the fill was choked with brush in 1964. The fill creates conditions similar to those created by the brush. However, since the fill is specified to be removed prior to the flood season, it will have no consequence during flood season. The U. S. Corps of Engineers' summary hydrograph indicates that during the past 20 years there have been no unseasonal floods which have attained a discharge (64,300 cfs) sufficient to inundate this section of the flood plain.

January 17, 1975

Paragraph 6 is revised to read as follows:

Preliminary Identification of Areas of Critical Environmental Concern:

None identified (no major changes in river overflow hydraulics are anticipated since the replacement is similar to the existing situation. The longer, cleaner spans of the new trestle will convey more water than in the past. This would not result in subjecting the downstream property to more erosion. The detour fill on the flood plain is specified to be removed prior to the flood season and will thus be of no concern. If the fill were to remain in place during the flood season, the consequence would be about the same as that of the brush which occupied the area during the 1964 flood).

Paragraph 8c is revised to read as follows:

Water Quality Standards:

Consistant

Detour fill on flood plain to be removed prior to flood season.

APPENDIX

I. Origin and History

The second, third, and fourth sentences of the first paragraph are revised to read as follows:

The steel bridge (main spans) has three spans approximately 180 feet long each, a total length of 545'-9" and has a roadway width of 23'-6" curb to curb. The vertical clearance for vehicular traffic is 14'-11". The wooden trestle approach on the westerly side is 1,651' in length and consists of sixty-five 25' spans plus one 26' span with 4 x 12 and 2 x 2 decking.

Add the following as the last sentence to the penultimate paragraph:

The main bridge will remain in use until funding for its replacement becomes available.

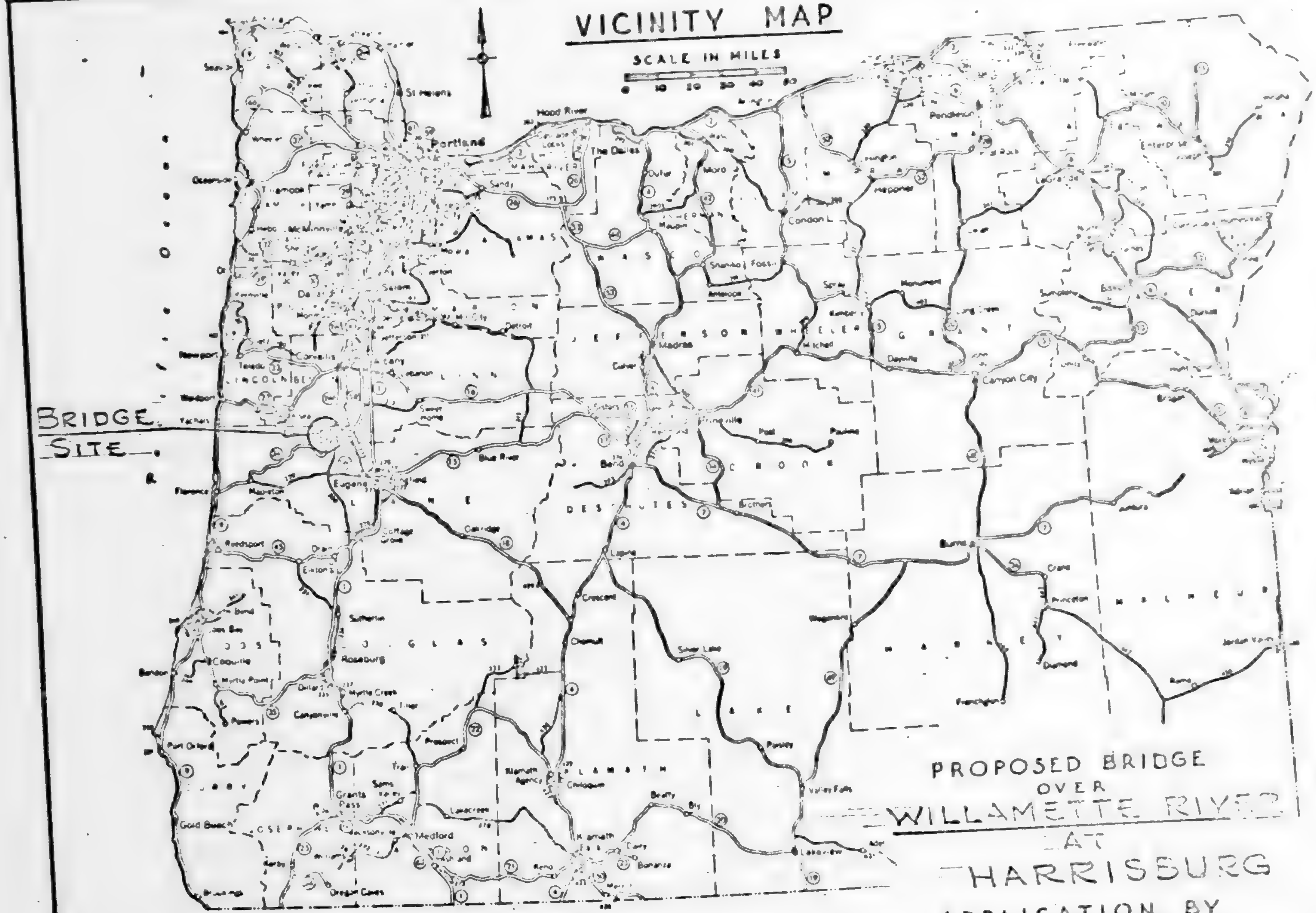
II. Location Alternatives

Add the following:

Alternative #4 - Replacement at the Existing Location.

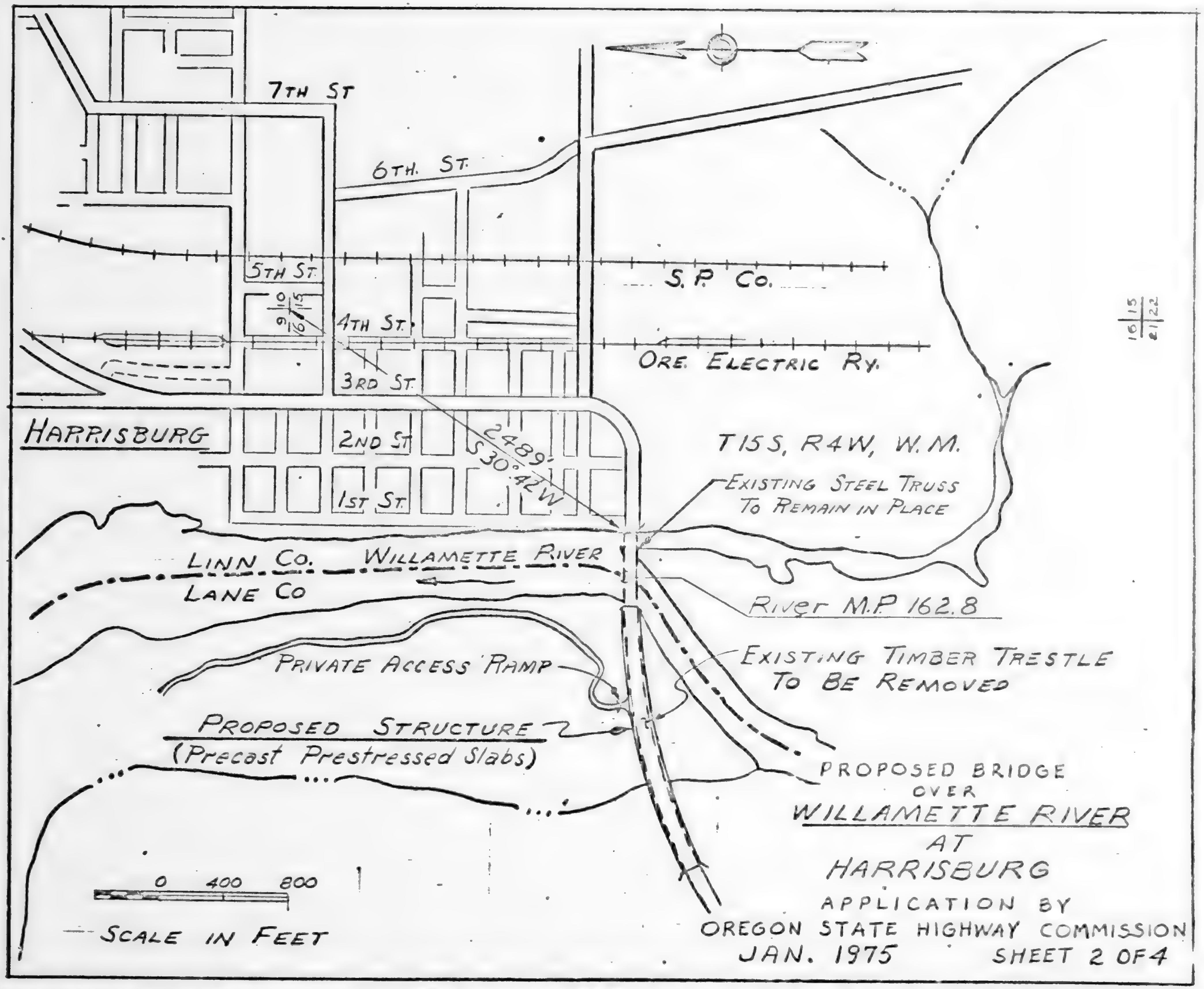
This alignment (A-C-B-D) uses the existing alignment. The new bridge and approaches would be in the same location as the existing facility. No additional land would be required for right-of-way. Construction easements would be required for a detour during replacement of the trestle approaches. This would be stage construction with the westerly approach being replaced first and the main spans replaced at a later date. The westerly approach would be a minimal two-lane construction which could easily be widened to match the main spans as necessary when they are replaced. This alignment crosses the river at one of its narrower reaches at right angles to stream flow, allowing the shortest possible length of structure. This alignment places traffic in Harrisburg and would be least disruptive of present travel patterns. The total cost estimate (B-C) is $6,200,000. Although it has the lowest initial cost (same as Alternate #2), it exhibits the disadvantage of perpetuating the poor alignment through this area and the problem of congestion in the business area. It does have the advantage of stage construction which allows replacement of the trestle which requires high maintenance expenditures each year without requiring replacement of the main spans at the same time. This allows replacement of the main spans to be postponed until sufficient financing becomes available.

VICINITY MAP

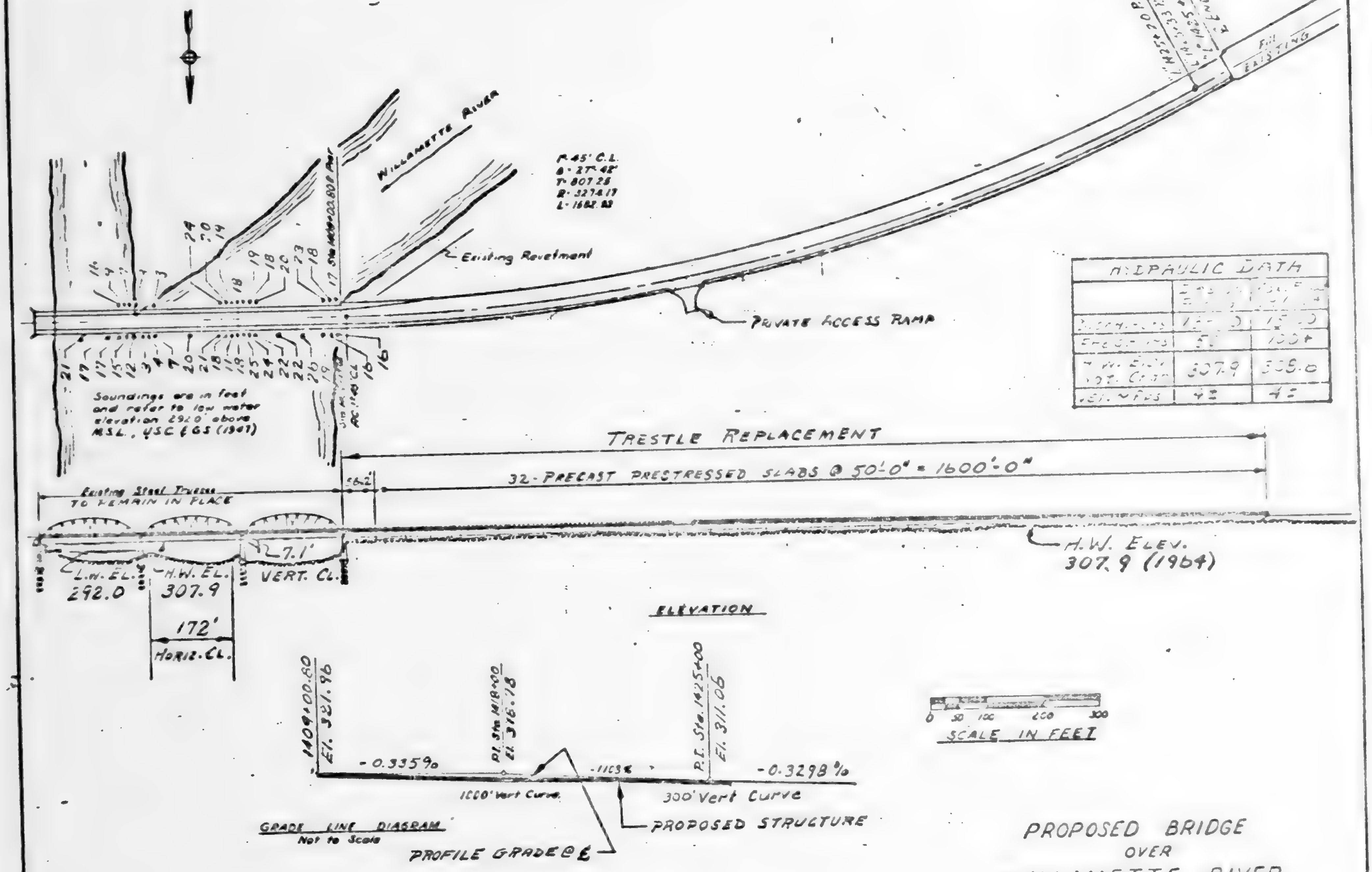


PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975 SHEET 1 OF 4



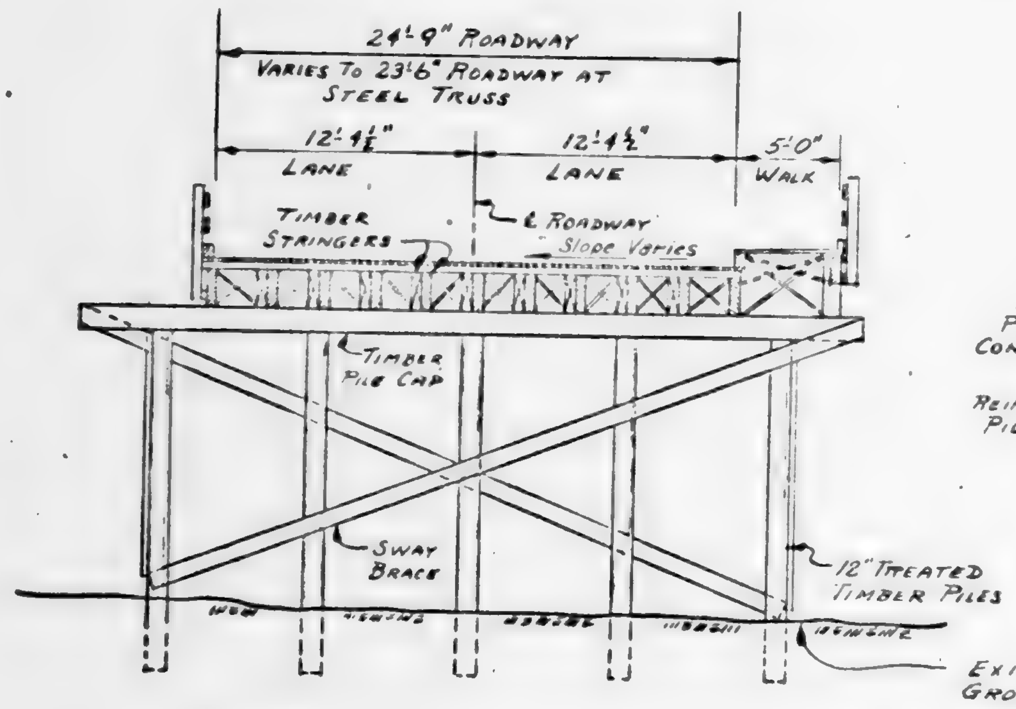
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
SHEET 2 OF 4



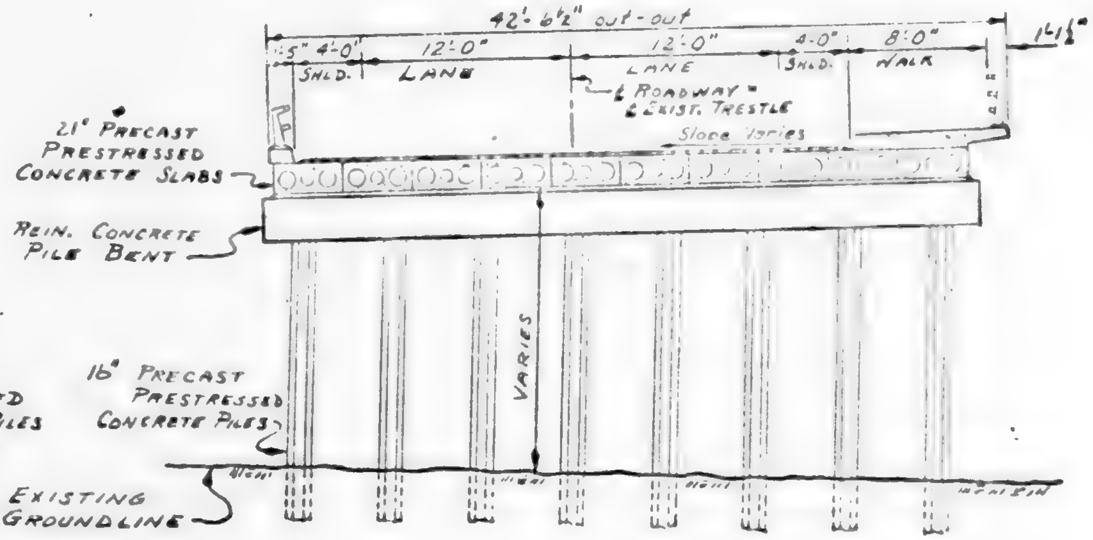
HYDRAULIC DATA		
	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Frequency yrs	50	100+
H.W. Elev. [illegible]	307.9	308.0
Vel. fps	4.2	4.2

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975 Sheet 3 of 4



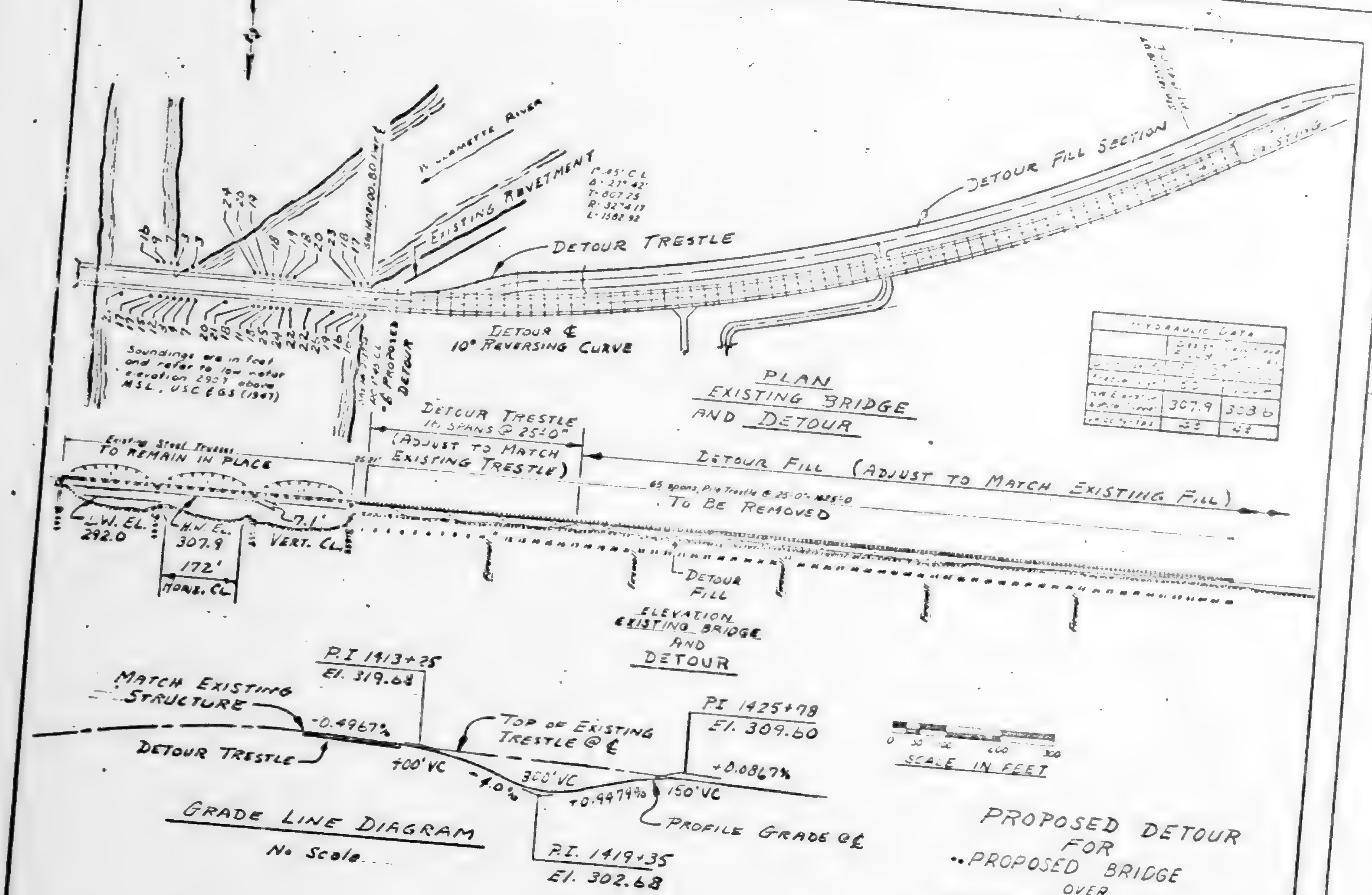
TYPICAL SECTION ~ EXISTING STRUCTURE
No Scale



TYPICAL SECTION ~ NEW CONSTRUCTION
No Scale

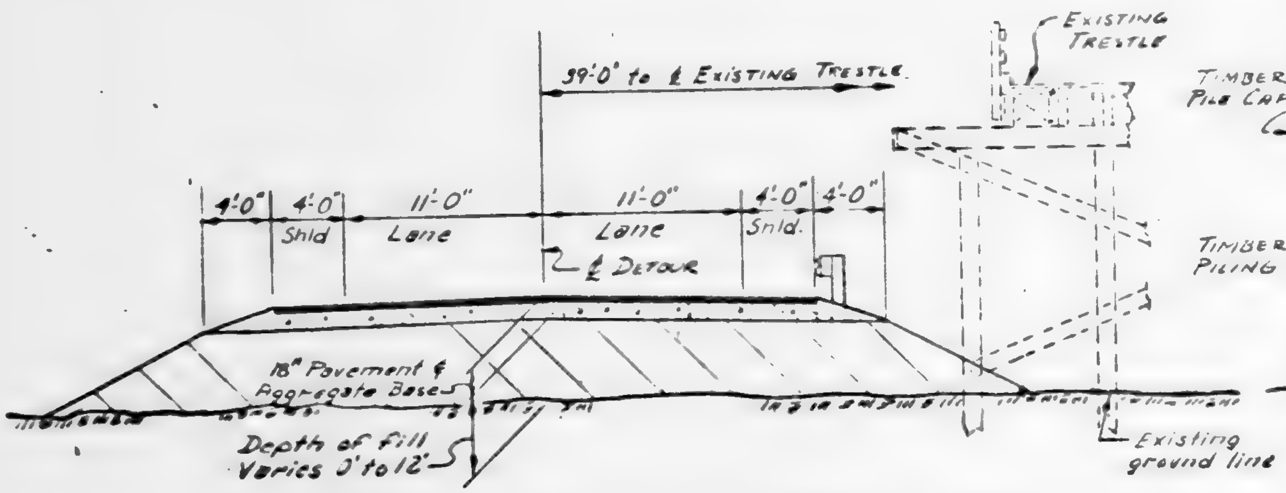
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
Sheet 4 of 4



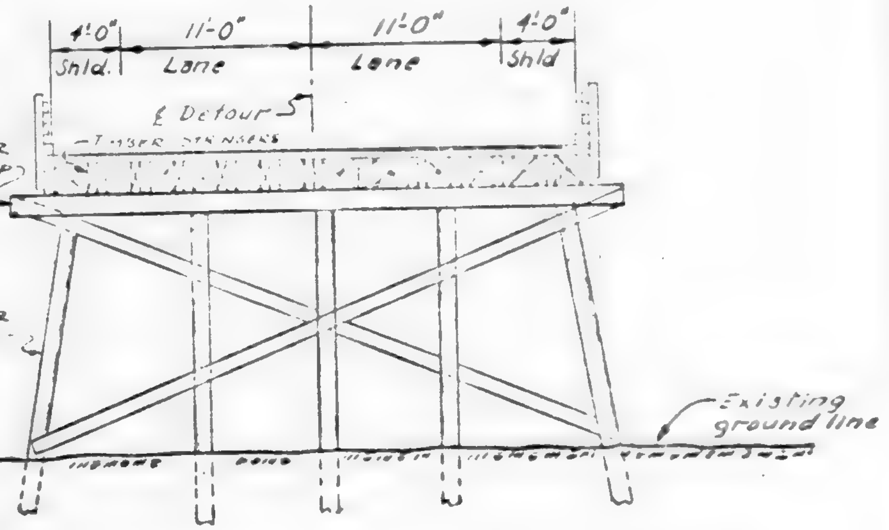
PROPOSED DETOUR
FOR
PROPOSED BRIDGE
OVER
NILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGH



TYPICAL SECTION ON DETOUR FILL

No Scale



TYPICAL SECTION OF DETOUR TRESTLE

No Scale

PROPOSED DETOUR
FOR
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
SHEET 2 OF 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-105(-)
Willamette River Bridge
West Approach (Harrisburg)
Albany-Junction City Highway
Lane County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's December 13, 1974 letter and the addendum of January 31, 1975 have been reviewed. We concur with your finding that the proposed project constitutes a non-major action which will not have a significant effect on the quality of the human environment.

William H. Kappus
for G. L. Green

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Attachment
Project Assessment

cc:
[illegible]D (G Potter)

RECEIVED
STATE HWY ENGR
FEB 7 '75
REFER TO
FOR
Info Inves R&D D.R. Sig Att File

2-7-75
Mr. Rulien
Please handle.

2-7-75
ORIGINAL TO
L.W. Rulien
w/att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

January 21, 1975

FROM: Gary A. Potter, Manager
Environmental Section ORIGINAL SIGNED BY GARY A. POTTER

SUBJECT: Addendum to Willamette River Bridge (Harrisburg) Assessment

TO: L. W. Rulien
Project Management Engineer

The subject project environmental assessment, dated December 6, 1974, was submitted to Project Management on December 11, 1974. It was recommended that the project be deemed a non-major action with no further environmental documentation.

Further examination of the project has necessitated revisions to the original assessment, particularly, Section H, paragraphs 4, 6 and 8C, and the Appendix. Those revisions are contained in an Addendum, dated January 17, 1974, and forwarded herein with the original assessment.

GAP:DS:cb

Attachment

cc: R. L. Schroeder
C. O. Fredrickson
Eddie Welsh w/attach

8139

K

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 28, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project F-105(7)
Willamette River - Harrisburg Section
Harrisburg Bridge Approaches - #538-B
Revised Preliminary Plans

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's December 16, 1974 submission is approved as stage construction. The north private access to the structure is to include only a one-span bridge from a built-up approach fill section. This access will be reevaluated when the next stage of construction is programed.

G. L. Green

cc:
OSHD (W. Hart)

TE
L. L. JOHNS

cc Aubin
Fredrickson
1-31-75

RECEIVED
STATE HWY ENG
JAN 29'75
REFER TO
FOR

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGI

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
FOR
Info Inves R.D D.R Sign Act ✓

3271
Serial 26
24 JAN 1975

E. S. HUNTER

In reply refer to
Proposed highway bridge
Approach Trestle Replacement
Willamette River Mile 168.2
at Harrisburg, Oregon

PUBLIC NOTICE NO. 75-N-04

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District for approval of a replacement approach trestle for the Willamette River highway bridge at Harrisburg, Oregon. The request is from the Oregon State Highway Division.

WATERWAY AND LOCATION

Willamette River at Mile 168.2 at Harrisburg, Oregon.

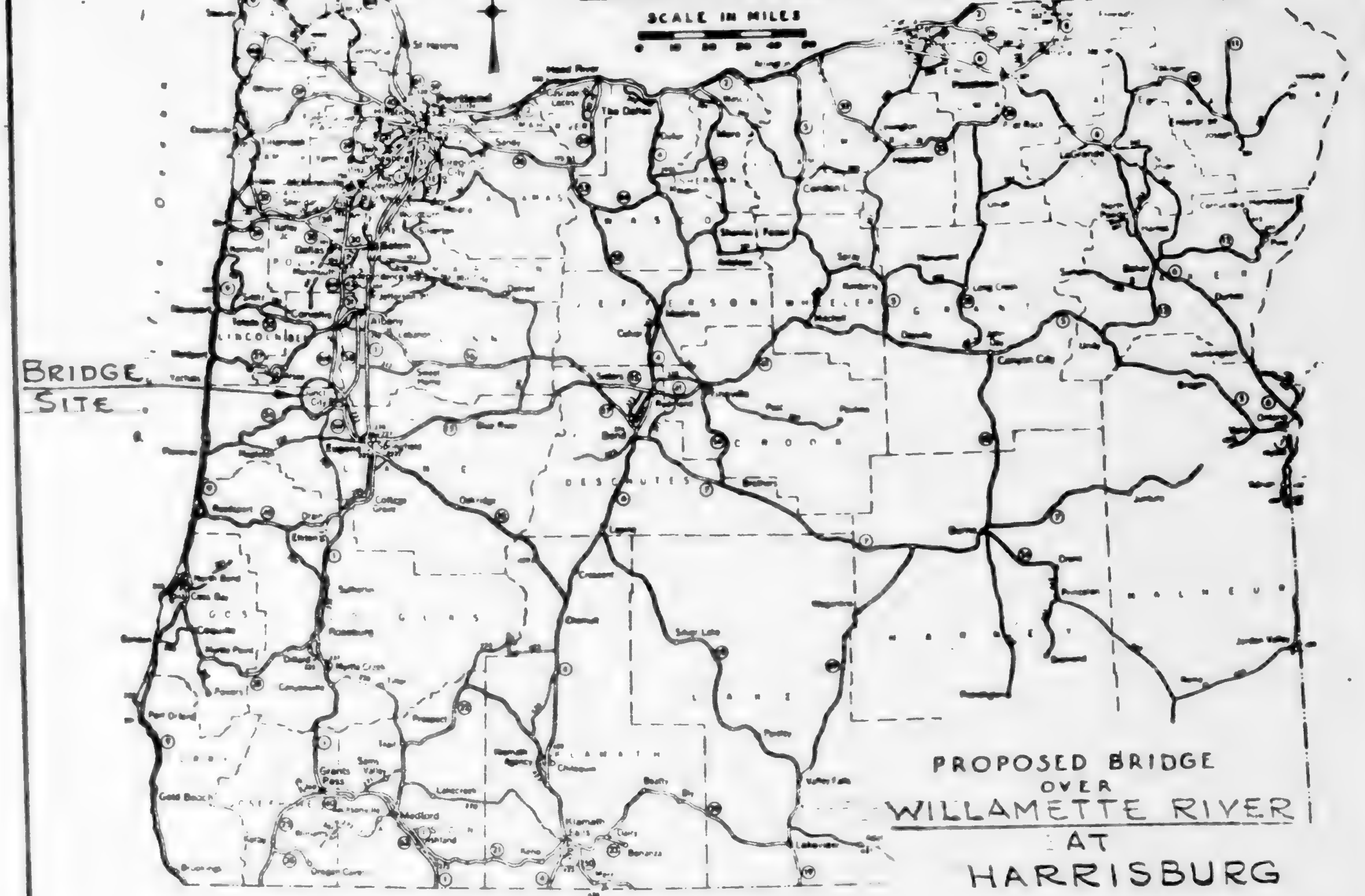
CHARACTER OF WORK

The present highway bridge consists of three steel truss spans across the Willamette River and a westerly approach consisting of 66 spans of wood pile trestle, each span approximately 25 feet for a total length of 1,656.2 feet within the flood zone. The Oregon State Highway Division proposes to reconstruct the westerly approach trestle with 33 precast concrete spans on concrete piles. The ground at the trestle is inundated under some cases of very high floods when the Willamette River expands out of its normal bank and onto adjacent farm lands. There is no navigation by vessels through the trestle portion. Accordingly, the proposed work will not affect the navigation clearances of the existing bridge. Drawings of the proposed replacement approach trestle are attached, as sheets 1, 2, 3 and 4 of 4.

TEMPORARY DETOUR

The Oregon State Highway Division proposes to construct a temporary earth fill detour on the upriver side of the bridge approach for use by highway traffic during construction of the new trestle. They propose to start placing the detour fill approximately March 1, 1975, and they propose to remove the earth fill detour by November 30, 1975, prior to the winter flood season. The proposed detour is shown on attached drawings, sheets 1 and 2 of 2.

VICINITY MAP



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975 SHEET 1 OF 4

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

RECEIVED
STATE HWY ENGR.
JAN 30 '75
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act ✓

3271
Serial 26
24 JAN 1975

E. S. HUNTER

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BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for proposed replacement will be granted rests upon the effect of the bridge on navigation, flood flow, the environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

ENVIRONMENTAL CONSIDERATIONS

Oregon State Highway Division has filed an Environmental Assessment with the Federal Highway Administration, which agency is participating in the project funding. Federal Highway Administration is the first federal agency to have an action in the project and has indicated the project will be classified as a non-major federal action. The Coast Guard will make an independent Environmental Assessment of the effect the proposed project will have on the human environment. From information presently available, it appears that a determination of non-major federal action is appropriate, in which case no further environmental review is required. The environmental documents are available for inspection in the offices of FHWA, Salem, Oregon; OSHD. Bridge Engineer, Salem, Oregon and Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104.

SOLICITATION OF COMMENTS

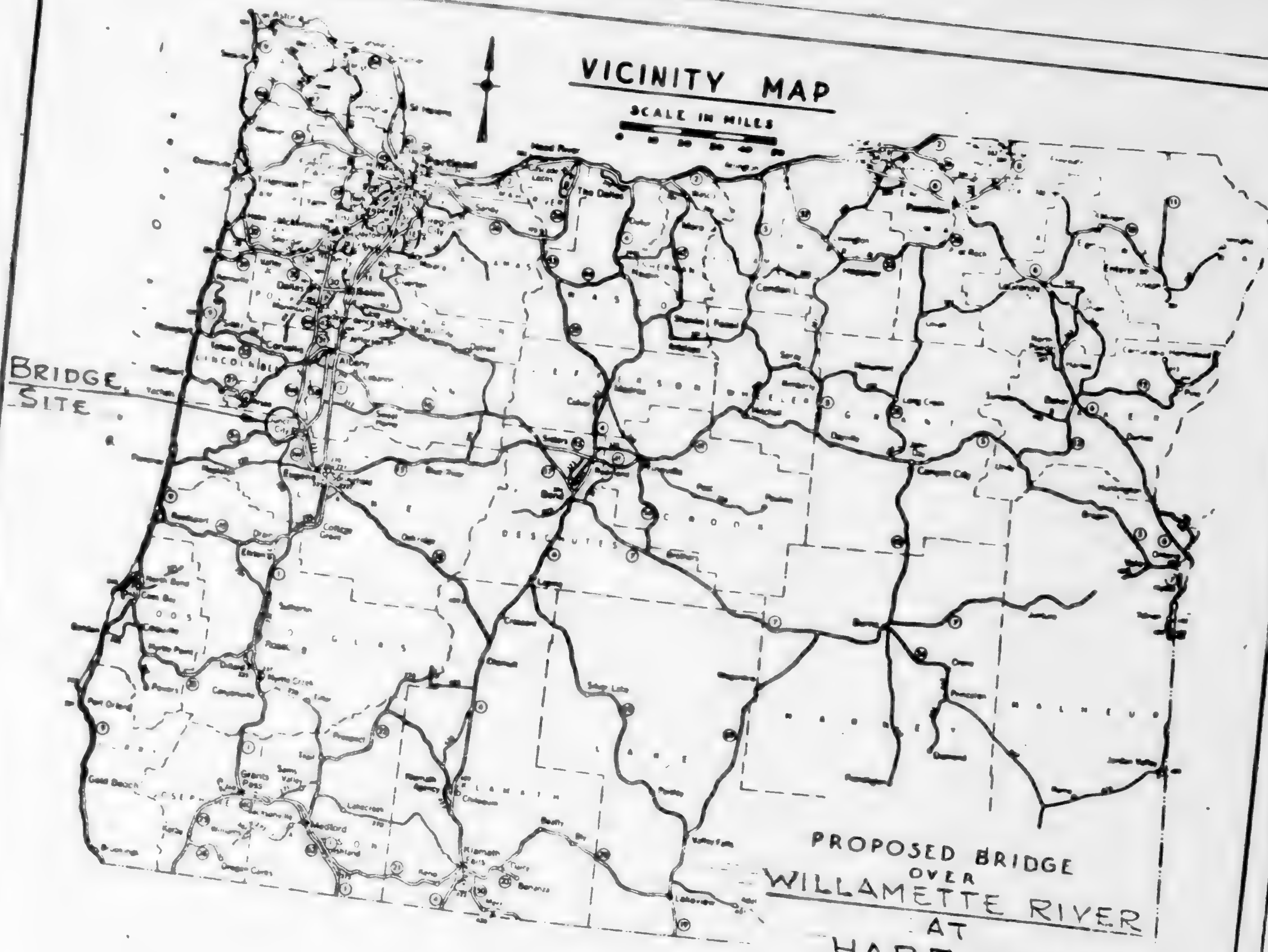
Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of clearances and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the office of Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through February 12, 1975.

This notice consists of 2 pages of Notice, 4 sheets of drawings of the new bridge approach and 2 sheets of drawings of the temporary detour fill.

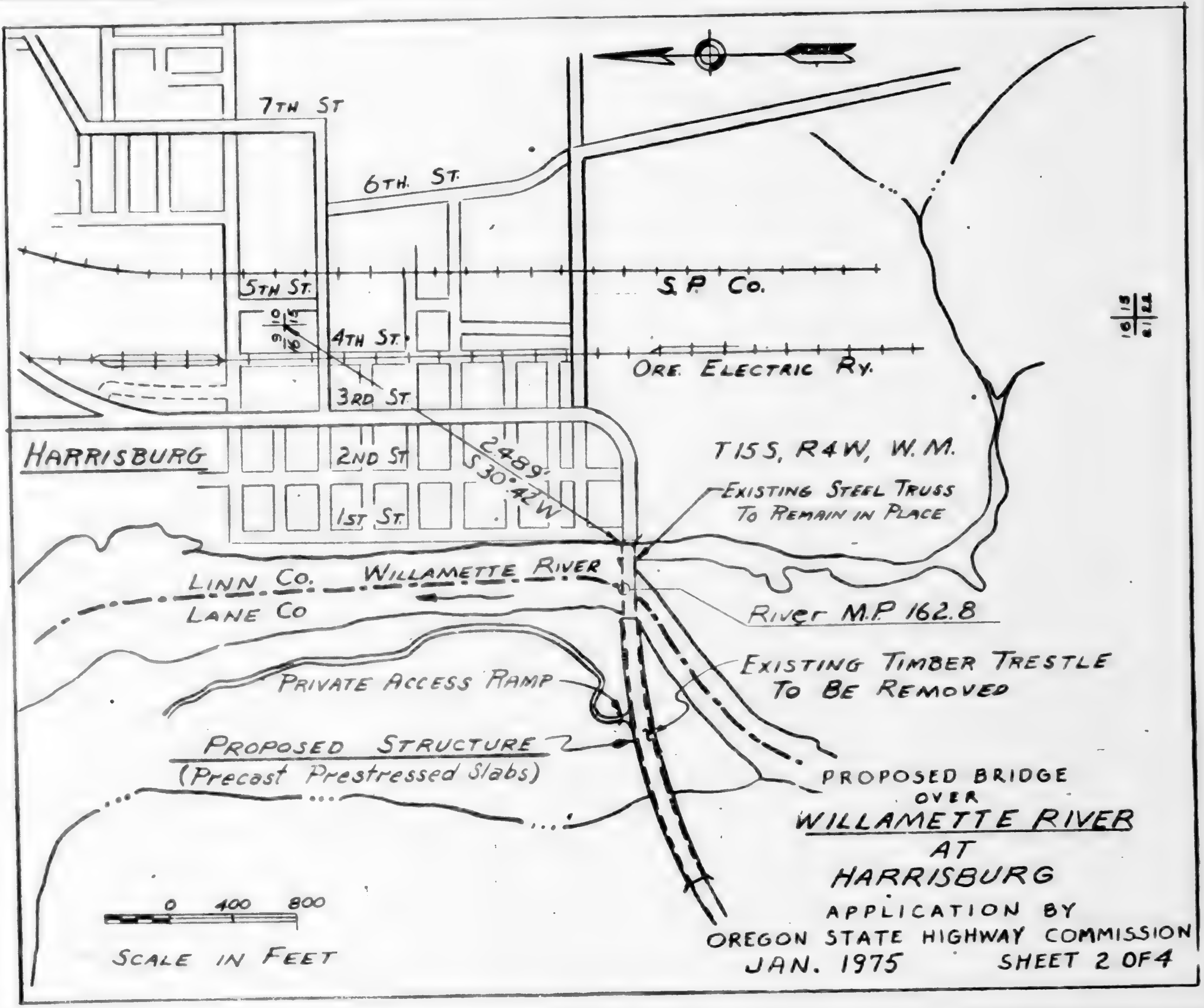
G. SCHMIDT
Captain, U.S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Dwgs - 4 sheets new approach
(2) Dwgs - 2 sheets temporary fill

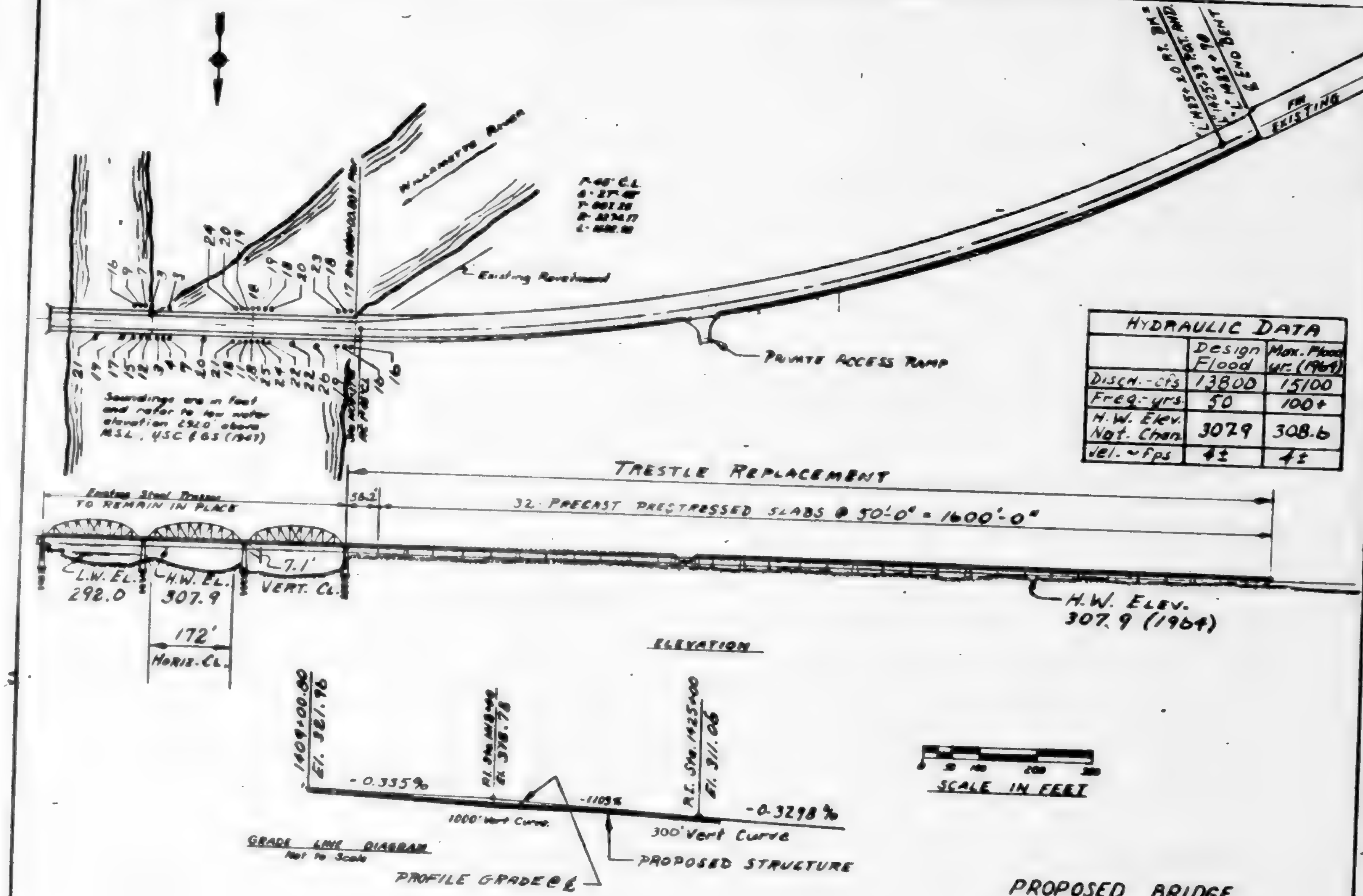
VICINITY MAP



PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
SHEET 1 OF 4



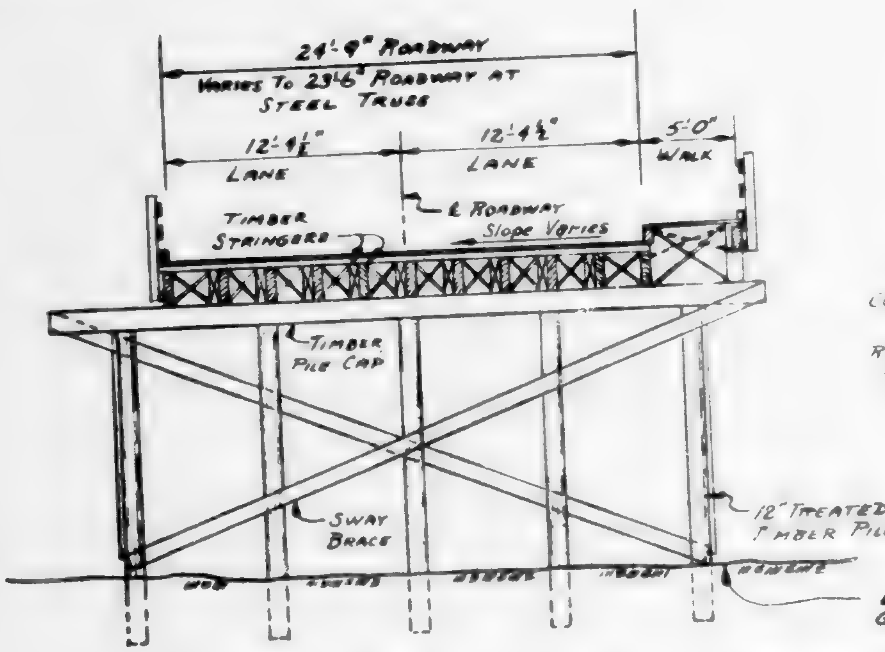
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
SHEET 2 OF 4



HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (1964)
Disch. - cfs	13800	15100
Freq. - yrs.	50	100+
H.W. Elev. Nat. Chan.	307.9	308.6
Vel. ~ fps	4±	4±

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975 SHEET 3 OF 4



TYPICAL SECTION ~ EXISTING STRUCTURE
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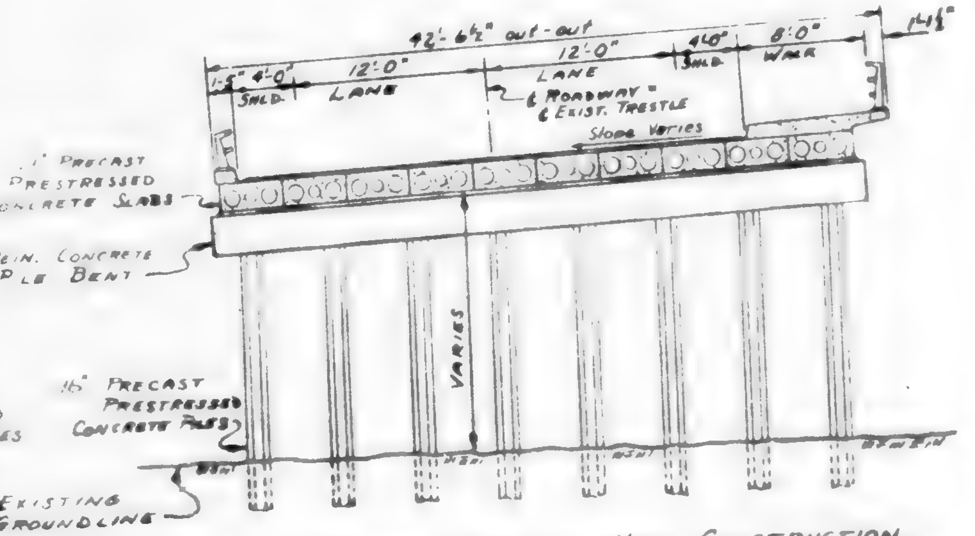
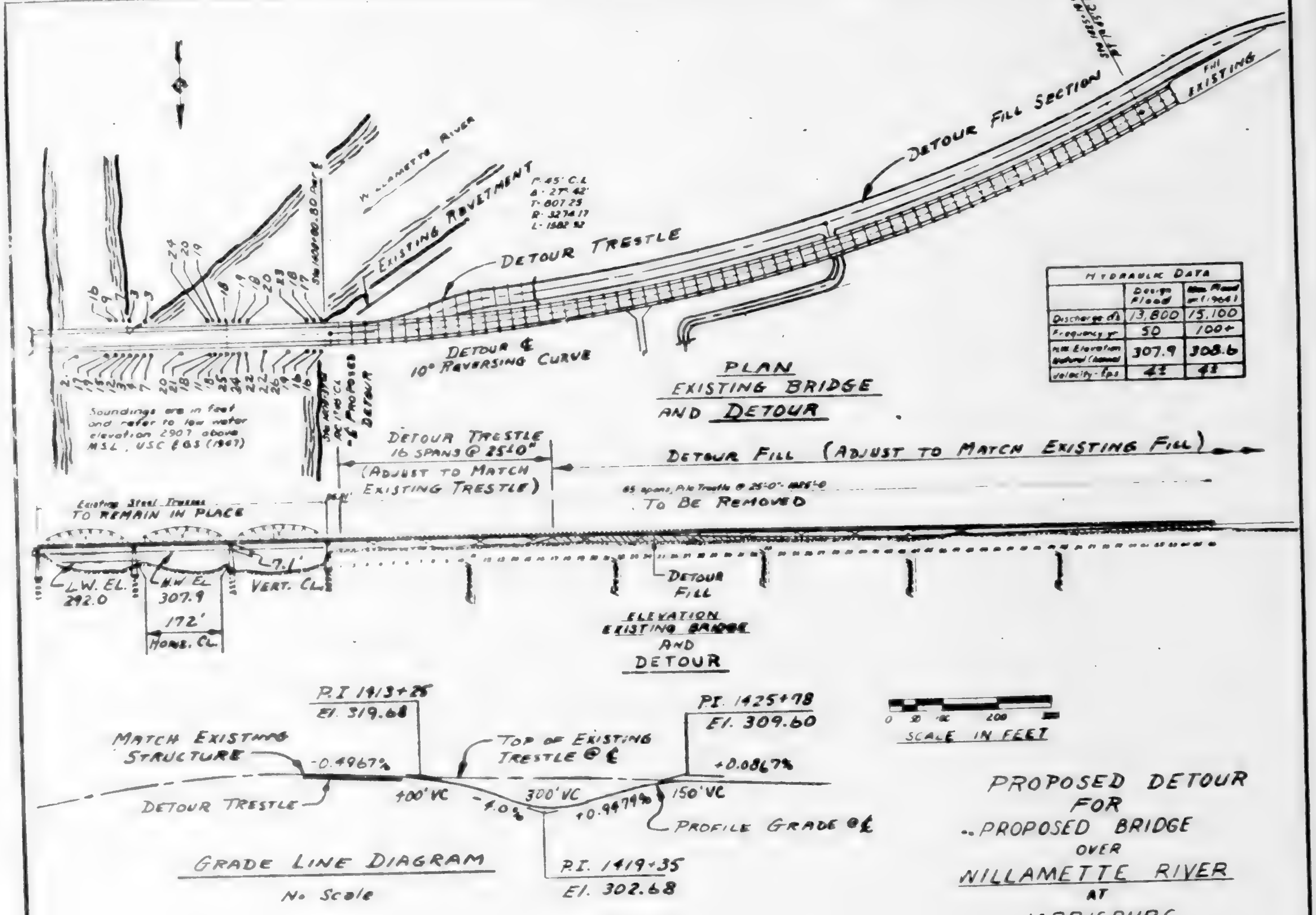


TYPICAL SECTION ~ NEW CONSTRUCTION
No Scale

PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

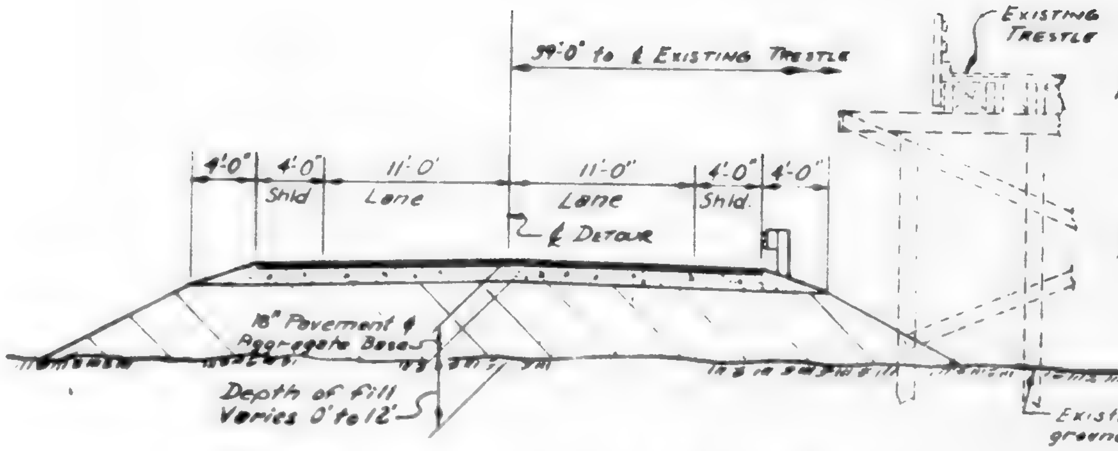
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
Sheet 4 of 4



HYDRAULIC DATA		
	Design Flood	[illegible] Flood of (1964)
Discharge cfs	13,800	15,100
Frequency yr	50	100+
H.W. Elevation [illegible] Channel	307.9	308.6
Velocity - fps	4±	4±

PROPOSED DETOUR
FOR
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975 SHEET 1 OF 2



TYPICAL SECTION ON DETOUR FILL
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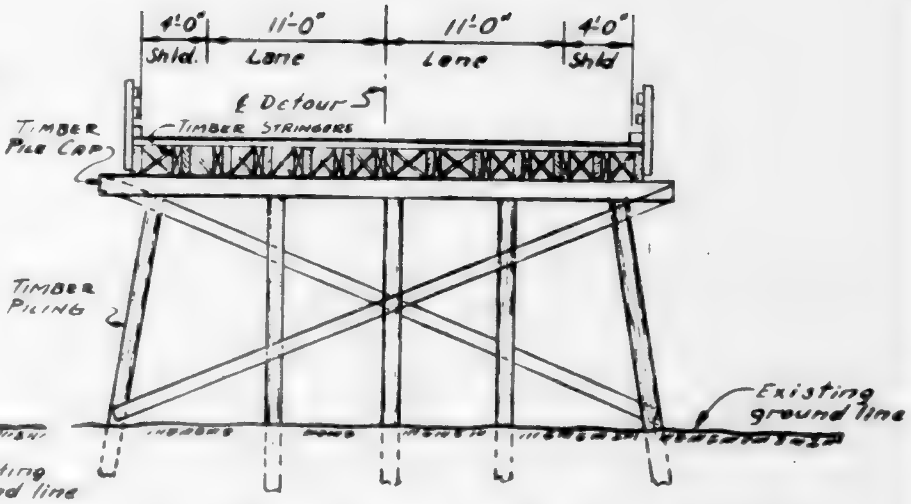


TYPICAL SECTION OF DETOUR TRESTLE
No Scale

PROPOSED DETOUR
FOR
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT
HARRISBURG
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1975
SHEET 2 OF 2.

Robert W. Straub
XXXXXXXXXX

January 22, 1975

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Willamette River Bridge at Harrisburg, Oregon
Linn and Lane Counties
Albany-Junction City Highway
Bridge No. 583
Approach Trestle Reconstruction

Under U. S. Corps of Engineers' permit dated June 23, 1924, the Oregon State Highway Commission constructed a bridge across the Willamette River at Harrisburg, Oregon.

In 1943 the original eighty-eight 19-foot timber trestle west approach spans were replaced with sixty-five 25-foot and one 26.21-foot timber trestle spans. This approach replacement occurred during the period when jurisdiction over bridges crossing navigable waterways was with the Corps of Engineers. The Corps viewed work of the nature of the approach replacement, which had no effect on navigation, as maintenance work and as such, not requiring permit action.

The main spans of this structure are steel trusses on concrete piers. The westerly approach is of timber trestle construction. The existing timber trestle has deteriorated to the point that timber replacement is no longer feasible and immediate replacement of the trestle is necessary.

Last year we discussed with you whether or not a permit was needed for a "replacement in kind" of the timber trestle. We were advised that a permit was not necessary.

Since that time plans have been completed and the project scheduled for contract letting February 27, 1975. This letting date allows for contractor mobilization during the spring high water so that he will be ready for immediate work when the water recedes. If this schedule is adhered to there is ample time to complete the work necessary to place traffic on the new trestle before fall high water.

An informational set of the proposed reconstruction plans were recently mailed to your office and you advised that the standard procedures for revising a bridge permit would be necessary as the span lengths were being changed from 19 feet as shown on the original permit, to 50 feet. We all recognize that hydraulics and debris passage will be enhanced by lengthening the spans and navigation will not be affected as the proposed work is over the flood plain and does not affect the main river channel.

In response to this dilemma and misunderstanding over "replacement in kind", you and your Washington Office have promised to expedite this application so that approval for the work can be in our hands within 4 to 5 weeks. It is my understanding that you can publish your notice to mariners within 1 week following receipt of this application and that the response time can be shortened from the usual 3 to 4 weeks to 2 weeks for the purpose of this application. We expect no objections to the proposed project and if none are received in your office we plan to advertise the project on or about February 7 which will allow 3 weeks for contractors to prepare bids for the letting date of February 27, 1975. We appreciate your understanding of the circumstances and your willingness to cooperate by expediting our application.

The planned project is a replacement of the wooden trestle with a concrete trestle. The replacement will be in the same location and have the same horizontal and vertical alignment as the existing approach trestle. The existing two-lane wooden trestle is composed of 65 spans, each 25 feet in length and one span 26.21 feet in length. The concrete trestle will also be two lanes wide and will consist of 32 spans, each 50 feet in length, plus one span 56 feet in length. These spans will be of prestressed concrete slabs supported by prestressed concrete pile bents. The existing steel truss main spans will remain in place.

A detour road will be built on the flood plain adjacent to the structure to accommodate highway traffic during construction. A temporary wooden trestle ramp will connect the west end of the steel truss to the detour road fill. The fill is necessary to support the detour roadway and provide the traveling public with a safe, smooth travelway across the flood plain during the trestle replacement period.

It is anticipated that work will be completed sufficiently to allow removal of the detour by November 30, which is prior to normal late fall flooding of the river in this area. In case of an unseasonal flood, water would flow under the trestle section of the detour and over the top of the low portion of the fill section of the detour. After recession of such an unanticipated flood, traffic would be re-established on the detour.

An environmental assessment indicating the project to be a non-major action requiring no further environmental documentation is attached. The Federal Highway Administration has given verbal concurrence to the classification of "non-major action".

Enclosed is one set of reproducibles and four copies each of drawings 1 through 4 showing the permanent replacement work and one set of reproducibles and four copies each of drawings 1 and 2 showing the falsework necessary for this project. The falsework consists of the above-mentioned detour fill and trestle section on the flood plain. Completion of all work is expected by January 30, 1976.

We therefore request that the Coast Guard process and issue a permit for this work in accordance with the dates outlined above so that approval will be received not later than February 27, 1975. Thank you for your cooperation.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

RWE:dh/FSH:is

bc:
F. B. Klaboe
A. F. Johnson
H. S. Coulter w/att.
D. H. Moehring w/att.
C. O. Fredrickson w/att.
Walt Hart
Glen L. Green

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
West Approach, Willamette River (Harrisburg) Bridge Sec.
Albany-Junction City Highway
Lane County

The location and final design phases on this section have been completed. The section is 0.32 mile in length and covers the deteriorated wooden trestle span of the westerly approach to the Harrisburg Bridge. The new westerly approach will be constructed on the existing alignment and provide a prestressed concrete slab span 1,796 feet long with a horizontal clearance of 32 feet and an 8-foot walk on the downstream side.

Public hearings and additional right-of-way are not required. The Federal Highway Administration concurred December 23, 1974 that location/design was not a factor in development of this project. Clearinghouse review is exempt by working agreement and nonmajor classification negates environmental statements.

This project is scheduled for letting early in 1975 at a total estimated cost of $2,500,000. I recommend your approval of this Federal-aid Primary Rural Project as listed on our current program and request your authorization for Federal financing.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. E. Skoog
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Don Harwell
Ben Gifford

Gary Sund
Jack Graham
Alfred Shirley, Jr.

BLG:js dpy

121

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project RF-105(7)
Willamette River (Harrisburg) Bridge
Approach Trestle

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By January 6, 1975 memorandum Mr. Rulien requested concurrence in deviating from certain design standards in the construction of the subject project.

Concurrence is hereby given in construction of 4-ft. shoulders in lieu of standard 10-ft. shoulders for the reasons presented. This concurrence is with the understanding that the proposed construction is the first stage in the construction of this project and that future construction will provide for full standards prior to or concurrent with the reconstruction of the main structure across the Willamette River. It is further understood that necessary transitions, signing, and warning devices will be provided in the transition areas.

G. L. Green

RECEIVED
STATE HWY ENG.
JAN 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

PRO 6-2

January 6, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

L. W. Rulien

FROM L. W. Rulien
Project Management Engineer

SUBJECT Willamette River (Harrisburg) Bridge
Lane County
Project No. RF-105(7)

This letter provides additional justification for deviation of standards for bridge widths on the subject project. The program data was submitted to you on December 18, 1974.

This project replaces the long approach trestle on the southerly (Junction City) end of the bridge. The steel trusses which comprise the main span of this structure will remain in place, and in fact are not anticipated to be replaced in the foreseeable future because of lack of adequate funding. The steel main span provides an existing road width of 23'-4", which approximates two 12-foot lanes. The proposed trestle reconstruction will provide two 12-foot lanes with 4-foot shoulders and is a reasonable transition from the highway to the south (12-foot lanes and 10-foot shoulders) to the existing main span of the bridge. If additional trestle width on the proposed project were provided to conform to standards for bridge widths, a serious traffic hazard would be created at the point where the trestle joins the main truss. A wider trestle would encourage greater speeds on the curved roadway approaching the main span and would compound the hazard of the narrowed roadway. In the interest of safety, the proposed substandard width of the trestle provides the best compromise solution. The trestle reconstruction does not provide any additional traffic capacity and it is not anticipated that the roadway on each end of the structure will be widened in the foreseeable future.

The trestle has been designed, however, using prestressed piling and deck slabs so that it can be readily widened if the superstructure of the existing river crossing is replaced at some time in the future.

Your concurrence that these factors constitute adequate justification for approval of this project is requested.

cc: E. S. Hunter
W. J. Hart

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 23, 1974
Salem, Oregon

FILE: Br. No. 583

R W Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Larry Rulien
Project Management

Attention D. Swan

SUBJECT:

Willamette R.(Harrisburg)Br.
Albany-Jct. City Hwy.
Approach Trestle Replacement
Substandard Width Justification

These comments are in answer to your telephone call today regarding the substandard roadway width for the proposed approach trestle replacement for the subject project.

This project replaces the long approach trestle on the Junction City end of the bridge. The steel trusses comprising the main spans will remain in place. The trusses provide an existing roadway width of 23'-4" or approximately two tweleve-foot lanes. The proposed trestle provides two twelve-foot lanes plus two four-foot shoulders and is compatible with the trusses. Providing additional trestle width in the proposed project would present a traffic hazard by the creation of a bottleneck at the point where the trestle joins the truss. A wide trestle would encourage faster speeds on this curved roadway. The faster speed would only compound the hazard of the bottleneck.

On the basis of traffic safety, it appears that the proposed substandard width trestle compatible with the existing main span trusses is warranted.

The design of the trestle, using prestressed piles and deck slabs, is such that it can readily be widened if the main spans are replaced at some future date.

RWE/ag

cc E. S. Hunter
L. L. Wallace
J. E. Backstrand

Bus. match to Feds
R

H

File: Br. 583B

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 10, 1975

Mr. Ronald O. Weaver
Fishery Biologist
Bureau of Sport Fisheries & Wildlife
919 NE 19th
Portland, OR 97232

Dear Mr. Weaver:

Willamette River Br. at Harrisburg, Oregon
Lane and Linn Cos.
Trestle Replacement

In accord with our telephone conversation yesterday, I enclose a plan and elevation of the original structure across the Willamette River at Harrisburg, a plan and elevation of our proposed trestle replacement project, and a plan and profile of the detour road to be used during replacement of the trestle.

As I indicated, the Coast Guard is requiring that we follow the permit procedure on this project because we have changed the individual span lengths within the trestle from 19 feet to 50 feet.

In attempting to expedite the permit process, we are sending you these advance plans in order that you may be acquainted with the job, and thus will be able to answer the Coast Guard Public Notice at an earlier date.

If you require additional information, please do not hesitate to call me.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc U. S. Coast Guard
E. S. Hunter
J. E. Backstrand

Bridge No. 583 B

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 9, 1975

Mr. John Payne
U. S. Corps of Engineers
P. O. Box 2946
Portland, OR 97208

Dear Mr. Payne:

Willamette River Bridge at Harrisburg
Bridge No. 583 B
Trestle Replacement

Enclosed is a preliminary plan and elevation of our proposed trestle replacement for the subject structure and a profile drawing showing the grade of the detour fill. These are furnished in accord with our telephone conversation today.

I have pointed out the detour grade and location in red on the drawing. The height of the detour fill is greater than I indicated during our conversation. A portion of the detour is on a trestle and this, too, is pointed out in red.

Construction of the detour fill will not begin until March and the fill would be removed prior to the flood season of the Willamette River. If sufficient and unanticipated flooding should occur during the life of the detour, water would merely run over the low area of the fill.

I hope this will supply you with enough information to answer the Coast Guard's Public Notice regarding this project; however, if you need more information, I will be happy to supply it.

Very truly yours,

Walter J. Hart
Bridge Engineer

E R

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Enclosure
cc H. A. Schell, Jr.
J. E. Shields
E. S. Hunter J. E. Backstrand

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

L

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE
SEATTLE, WASH. 98104

NOTED
E. S. HUNTER

3271
Serial 676
8 JAN 1975

1-10-75
Walt Hart: for your info
R

Oregon State Highway Division
Attention: Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of December 30, 1974, outlining a proposal to replace the west approach trestle of the Willamette River Bridge at Harrisburg has been received. Your letter indicates this is Bridge No. 583.

A review of the plans indicates the proposal involves a change in design in the flood plain. Accordingly, an amendment to the permit is necessary prior to start of work.

The application should include drawings of the proposed work on letter-size sheets. The proposal appears to include a temporary earth fill detour. While this earth fill may be treated as falsework with approval in the Seattle District office, the drawing must indicate the full extent of earth fill, when installed, when removed and precautions taken to protect water quality of Willamette River. A water quality certificate prior to final approval will also be required covering the bridge work and temporary earth fill.

Accordingly, the drawings should be made as two series: one for the permanent new trestle approach to the bridge and the other set to cover the temporary work earth fills, detour construction in the flood plain, etc.

We have been advised by the Commandant, U.S. Coast Guard, that we can accept an FHWA determination that the project is a non-major action, for purposes of meeting NEPA requirements, as defined in 23 Code of Federal Regulations §771.9. The determination, to be acceptable, must specifically refer to the bridge replacement project and the temporary falsework (earth fill detour). This determination, or an environmental assessment, should accompany your application.

Subj: Proposal to replace the west approach trestle of the Willamette River Bridge at Harrisburg, Oregon

It is suggested that a site visit be made in the near future at which time your drawings can be compared to the site and proposed work. We will cooperate in every effort to expedite your application. An estimate of time required cannot be given at this time, however.

Sincerely,

R. V. HACKNEY
Captain, U.S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

8139 Willamette R.(Harrisburg) 1975
Bridge Sec. Albany-Jct. City Hwy.
(Grade,pave,structures) #1

Hearing
6-25-70
Jct. City

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
Alfred Shirley (2)
cc's sent 1-2-75

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

December 31, 1974

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

WILLAMETTE RIVER (HARRISBURG) BRIDGE SECTION
ALBANY-JUNCTION CITY HIGHWAY, LANE COUNTY

The preliminary copy of the plans transmitted to us by your letter of December 26, 1974 indicates the proposed bridge will span ground area and a flood channel. We therefore anticipate no fishery problem providing foreign matter such as chemical waste, petroleum products and construction material is not allowed to enter the slough area.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

RECEIVED
1975
ROAD
SECTION

December 30, 1974

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Willamette River Bridge at Harrisburg,
Oregon - Linn and Lane Counties
Albany-Junction City Highway
Bridge Permit Dated June 23, 1924
Bridge Number 583 - Maintenance Work

Under U. S. Corps of Engineers' permit dated June 23, 1924, the Oregon State Highway Commission constructed a bridge across the Willamette River at Harrisburg, Oregon.

The main spans of this structure are steel trusses on concrete piers. The westerly approach is of timber trestle construction. The timber trestle has deteriorated to the point that timber replacement is no longer feasible. Annual maintenance expenditures are excessive and immediate replacement of the trestle, in kind, is necessary.

Accordingly, we plan to receive bids February 27, 1975 for replacement of the existing wooden trestle with a concrete trestle. This is considered to be a replacement-in-kind and will be in the existing location. Work on the contract will begin March 30, 1975. The existing steel truss main spans will remain in place. The existing two-lane wooden trestle is composed of 88 spans each 19 feet in length. The concrete trestle will also be two lanes with 32 spans each 50 feet in length, and one span 56 feet in length. These spans will be of prestressed concrete slabs supported by prestressed concrete pile bents.

A detour road will be built on the flood plain adjacent to the structure to accommodate highway traffic during construction. A temporary wooden trestle ramp will connect the west end of the steel truss to the detour road level. A schematic drawing of the detour is attached. Construction of the new concrete trestle will be completed sufficiently to allow removal of traffic from the detour prior to late year flooding of the river.

Completion of all work is anticipated by January 30, 1976. It is our understanding that this maintenance work can be done under the existing permit and that issuance of a special permit by your office is not necessary.

Four copies of the preliminary plans (2 sheets) are attached for your information.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc G. L. Green, FHWA
Attachments

bc F. B. Klaboe
A. E. Johnson
H. S. Coulter
D. H. Moehring
C. O. Fredrickson

RWE:ag: ab

(Attachments on file in Bridge)

TRANSACTION NUMBER 12-58

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-23-74

BY (Signature): L.W.RULIEN'S DECEMBER 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *

ITEM NOS. ______ THRU ______

STAGE 2

ITEM NOS. 28 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
28	RF-105(7)	0.32	2,510,000	1,962,500	**LOCATION** WILLAMETTE RIVER (HARRISBURG)BRIDGE SECTION, LANE COUNTY STATE OF OREGON **WORK** PRELIMINARY ENGINEERING, ONE STRUCTURE.

VED
Y ENGR
DEC 2 '74

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED, WUBJECT TO JUSTIFICATION FOR DEVIATION OF STANDARDS FOR BRIDGE WIDTH, WITH ALL PHASES OF PRELIMINARY ENGINEERING INCLUDING UTILITY PREPARATORY WORK.

Rulien
12-30-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-23-74	G. L. [illegible], DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-73)

GPO 915-696

PRO 6-2

December 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-105(7)

We are submitting program data for one project, Item No. 28, Project No. RF-105(7), "Willamette River (Harrisburg) Bridge Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

We request your concurrence that location/design is not a factor in the development of this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval including necessary utility preparatory work.

Enclosure

[illegible]

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-18-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi. 21 65	ADT	PRESENT 4,400	FUTURE 7,400 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME OREGON	STAT CODE 41
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. & One Bridge 20 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S): RF- (14 23) NUMBER: 105 SEQ. N: (7)
CARD 4	CLASS OF FEDERAL FUNDS Rural Primary							COUNTY NAME Lane	CODE 039 (14) (16)
	NAME OF URBAN AREA - - 17-31							ROUTE NO. P FEDERAL-AID: 3 (32) STATE: 58 (36) U.S.: - - (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		SR 99E, 0.7 mi. W Linn Co. Line, W 0.32 mi.	0.32	10,000	7,800	2,200		P.E. Recons appro main s
5					ROW								
5					CONST (CODE) X032		"Willamette Riv. (Harrisburg) Br. Sec."	0.32	2,500,000	1,954,700	545,300		ROW - Acces non Park non Util- req prepa

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.32	2,510,000	1,962,500	547,500	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

-()

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

TION NO.

D W.O.

FORM PR-1
(REV. 4-61)

12-18-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	SR 99E, 0.7 mi. W. Linn Co. Line, W. 0.32 mi.		4,400	7,400	94	10	OREGON	41	073	28

OF PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
One Bridge								RF-	105	(7)		

DERAL FUNDS: Rural Primary

AN AREA: - -

COUNTY NAME: Lane — CODE: 039

ROUTE NO.: P — FEDERAL-AID: 3 — STATE: 58 — U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		SR 99E, 0.7 mi. W Linn Co. Line, W 0.32 mi.	0.32	10,000	7,800	2,200		P.E. all phases; Reconstruct west approach to Bridge main span.
		ROW								
		CONST (CODE) X032		"Willamette Riv. (Harrisburg) Br. Sec."	0.32	2,500,000	1,954,700	545,300		ROW - 80' min.; Access control - none; Parking restriction - none. Utilities - adj. required including preparatory work.
EPARED BY				PROJECT TOTALS	0.32	2,510,000	1,962,500	547,500		

OGRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

WILLAMETTE RIV. (HARRISBURG) BRIDGE SECTION

PROJECT NO. RF-105(7)

REMARKS - continued.

EXISTING FACILITIES:

Br. No. 583; 3-180' steel thru trusses main span (L-540') with treated pile trestle spans (L-1665') for a total length of 2205'; H.C. 23'-6"; V.C. 14'-11"; H-20 loading.

Adjacent Facilities:

West end - - - 24-foot AC pavement with 8-foot shoulders.
East end - - - 24-foot PCC pavement with 6-foot shoulders.

Project Data: The proposed project consists of the following:

1. All phases of preliminary engineering.

2. Reconstruct, on existing alignment, the west approach providing a prestressed concrete slab span (Br. No. 583E) 1706 feet long with a horizontal clearance of 32 feet and an 8-foot walk on the downstream side (N. side).

Right-of-Way: No additional required.

System Action, Railroads, Airports, Water Development, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April 28, 1970 and September 22, 1970, respectively.

PPM 90-1 Requirements: Nonmajor action project not requiring Environmental Statement.

Public Hearings: None required under provisions of paragra
PPM 20-8.

Location/Design Approval: Not a factor in the development
project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order
7-2(2), on this project will be determined at PS & E stage
number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

WILLAMETTE RIV. (HARRISBURG) BRIDGE SECTION

PROJECT NO. RF-105(7)

continued.

ACILITIES:

o. 583; 3-180' steel thru trusses main span (L-540') with
ed pile trestle spans (L-1665') for a total length of 2205';
23'-6"; V.C. 14'-11"; H-20 loading.

acilities:

end - - - 24-foot AC pavement with 8-foot shoulders.
end - - - 24-foot PCC pavement with 6-foot shoulders.

ta: The proposed project consists of the following:

ll phases of preliminary engineering.

Reconstruct, on existing alignment, the west approach
providing a prestressed concrete slab span (Br. No. 583E)
706 feet long with a horizontal clearance of 32 feet and
an 8-foot walk on the downstream side (N. side).

Way: No additional required.

tion, Railroads, Airports, Water Development, Historical and
n Areas: None involved.

0 Requirements: Exempt from State Clearinghouse and District
ghouse A-95 review under working agreements dated April 28, 1970
mber 22, 1970, respectively.

Requirements: Nonmajor action project not requiring Environmental
.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

30 4/
Lan

ROW 18-4 Hwy 58
Lane Co
(Linn Co)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1974

City of Harrisburg
City Hall
Harrisburg, OR 97446

Attn: Fred Morgan

Preliminary Right of Way Map
Willamette River (Harrisburg)
Bridge
Albany-Junction City Highway
Linn and Lane Counties

Dear Sir:

Enclosed are preliminary right of way maps, our File No. 9B-10-14 on the above project. The present tentative schedule calls for opening of bids on February 27, 1975.

This information is being submitted to you for your review. Further information will be sent as it become available.

Mr. Kennen, 1523 SE Cobb St., Roseburg, OR 97470, Telephone 672-6541 is the Regional Utility Engineer for this project.

Yours truly,

R M Fela

for J. E. Chidsey, P. E.
Railroad & Utility Engineer

RMF:jrk
Enc.

bc; H. S. Cox
Alfred Shirley, Jr.
Gary Kennen

RECEIVED
COUNTY & CITY SECTION
DEC 12 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Salem, Oregon

November 22, 1974

Memo To The File

E. S. Hunter
Assistant State Highway Engineer

Harrisburg Bridge

The Maintenance Section was planning immediate and extensive repair of the wooden approach trestle to the Harrisburg Bridge. This work has been cancelled and a contract for total reconstruction of the trestle has been scheduled for February 1975.

This memo is to advise everyone concerned that it is an absolute necessity to let this contract in February 1975. Please be sure that the responsibilities of your Section, with regard to this project, are handled as expeditiously as possible.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
Walt Hart
L. W. Rulien
J. B. Boyd
J. H. Versteeg
Gary Potter
C. O. Fredrickson
Dave Moehring

November 21, 1974

Mr. Ken E. Omlid
Mr. Frank A. Elliott
Ms. Nancy M. Hayward
Lane County Board of Commissioners
Lane County Courthouse
Eugene, Oregon 97401

Gentlemen:

I am happy to advise you that we have scheduled replacement of the pile trestle approach to the Willamette River Bridge at Harrisburg. The contract is to be let this coming spring.

We hope that everyone can bear with us for a few more months as help is on the way.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
Dave Moehring
C. O. Fredrickson
Howard Johnson

ESH:js dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 18, 1974

FILE: 22-1406

FROM: T. W. Litchfield
REGION 2 OPERATIONS ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Assignment #779
Hazardous Conditions on
West Side of Harrisburg Bridge

Attached you will find a suggested draft of a letter to the Lane County Board of Commissioners and a copy of a letter dated November 7, 1974, from our District Engineer, Howard Johnson pertaining to the repair of the south approach to the Harrisburg Bridge.

Material for the repair of this structure will be delivered in the near future. Please advise this Office whether we should proceed with major repair of the structure or should get by with a minimum of effort with the assumption reconstruction will begin early next year.

TWL/elk
Attach.
cc: H. C. Johnson

RECEIVED
NOV 1[illegible] 1974
Office of
Assistant State Highway Engineer

11-1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Corvallis

REGION 2 ENGINEER
RECEIVED
NOV 13 1974
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ RCC ☐ RFE

DATE November 7, 1974

TO C. O. Fredrickson, REGIONAL ENGINEER

FROM Howard C. Johnson, DISTRICT ENGINEER

Howard C. Johnson

SUBJECT Assignment No. 1525 - Harrisburg Bridge.

Refer to the above assignment. Attached is rough draft reply to the Lane County Board of Commissioners.

As you know, we have had previous complaints and have orders from Mr. Klaboe to do repair work to the deck area of the south approach spans. The status of the repair is as follows:

1. Materials ordered to repair deck in July.
2. Presently in process of receiving materials from supplier.
3. Reconstruction of this approach now appears to be on the horizon.
4. Recent conversations with Dave Moehring indicated that he was to be advised when materials were finally received. At that point he would reexamine the possibility of early reconstruction. If it appeared that a project would get off the ground (possibly February), the repair work should be cut to something very minor.

HCJ js

Enc

lane county

22 '74
REFER TO Coulter
FOR
XX

October 17, 1974

Mr. F.B. Klaboe
Office of the Administrator
and State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Mr. Klaboe:

In recent months several of our constituents in the Junction City area have complained about the conditions of state highway 99E, between Junction City and Harrisburg. In particular, they are concerned about the hazardous conditions on the west side of the bridge that crosses the Willamette River. The approach to the bridge, from the Lane County side, is a series of asphalt "patch work" which is extremely bumpy. As you know, the bridge is old and narrow.

There have been several accidents along this stretch of road. The primary reason seems to be that, when drivers cross the bumpy area, they temporarily lose control of their car and hit the guard rail. During inclement weather, this hazardous condition is compounded. Consequently, we are bringing this matter to your attention in hopes that some action will be taken to remedy this situation.

Thank you very much for your consideration.

Sincerely,

Ken E. Omlid

Nancy M. Hayward

rp
cc: Editor, Junction City Times

November 12, 1974

The Honorable Elizabeth W. Browne
State Senator
Post Office Box 737
Oakridge, OR 97463

Dear Senator Browne:

This is in response to your question pertaining to the Harrisburg Bridge.

It has been determined that the main span of this bridge is structurally sound. Therefore, because of the extremely rapid escalation of bridge construction costs, I am recommending to the Transportation Commission that at this time we program only the replacement of the long approach trestle on the southwest side of the river. This will give a safe, usable structure for many years and can be accomplished within our financial limitations. We anticipate reconstruction of the trestle in 1975 if we are able to secure FHWA approval by that date.

If there is any further information I can supply, please let me know.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe
Alfred Shirley
Ralph Sipprell

VDW:mc dpy

HOME ADDRESS
SENATOR ELIZABETH W. BROWNE
P.O. BOX 737
OAKRIDGE, OREGON 97463

LANE COUNTY
DISTRICT 22
503-686-7511 OFFICE
503-782-3315 RESIDENCE
503-686-3870

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
JUDICIARY
VICE CHAIRMAN:
CONSUMER AND
BUSINESS AFFAIRS
SPECIAL COMMITTEE ON AGING
MEMBER:
COMMITTEE ON
EXECUTIVE APPOINTMENTS
ECONOMIC DEVELOPMENT
REVENUE
LEGISLATIVE COUNSEL COMMITTEE
PRESIDENT-ELECT:
WESTERN CONFERENCE OF
COUNCIL OF STATE GOVTS
CHAIRMAN:
WCCSG—COMMITTEE ON LAW
AND CRIMINAL JUSTICE

October 20, 1974

Mr. F. B. Klaboe
Deputy State Highway Engineer
Highway Bldg.
Salem, Oregon 97310

Re: Harrisburg BRidge

Dear Mr. Klaboe:

In a recent discussion with Mr. C.L. McKinley, Publisher of the JUNCTION CITY TIMES, the problems concerning the Harrisburg Bridge and the approach to the bridge were once again brought to my attention.

Earlier this year I discussed this problem with Ralph Sipprell and now would like you to bring me up to date on what is being done with regard to this project.

The citizens of this area have been asking for a long time now that something be done about this very dangerous situation.

I would appreciate it if you would investigate the status of the project and let me know what the prospects are for an early solution to the matter.

Sincerely yours,

Betty Browne

Elizabeth W. Browne
State Senator

EWB/c
CC-C.L.McKinley

22 '74
REFER TO
[illegible]
FOR
X

RECEIVED
OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Salem, Oregon FILE: CON 19-1

September 25, 1974

Walt Hart
Bridge Design Engineer

E. S. Hunter
Assistant State Highway Engineer

Willamette River (Harrisburg) Bridge Section
Albany-Junction City Highway

Funds are not available for complete reconstruction of the Harrisburg Bridge. $3.2 million have been allocated for this project which is approximately sufficient to rebuild the southerly approach spans.

Please provide me with a layout indicating how traffic could be handled during reconstruction of the southerly approach spans with a view to rebuild the main span at a later date.

The hearing which is tentatively scheduled for December 19, 1974 should not be held pending final decision on the amount of construction to be undertaken at this time.

ESH:js

cc: F. B. Klaboe
A. E. Johnson
J. B. Boyd
L. W. Rulien
J. H. Versteeg
C. O. Fredrickson
Gary Potter

4

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1974

To: FILE

SUBJECT: Willamette River Bridge
at Harrisburg
Albany-Junction City Highway

I did this date discuss with Glenn Hossner, FHWA, procedures to be followed in getting subject project to the construction stage. Mr. Hossner advises that the entire FHWA Division staff is in agreement as follows:

That a corridor-design hearing will be adequate provided enough detail is included as would be necessary in any corridor-design hearing. The detailed units would be A to B and B to C on the attached map. The draft EIS should have some comments on Unit C-D in the vein that it is completely impractical due to the fact that the existing facility would still have to be maintained--effect on flood plains, et cetera. A detailed engineering analysis of Unit C to D will not be required.

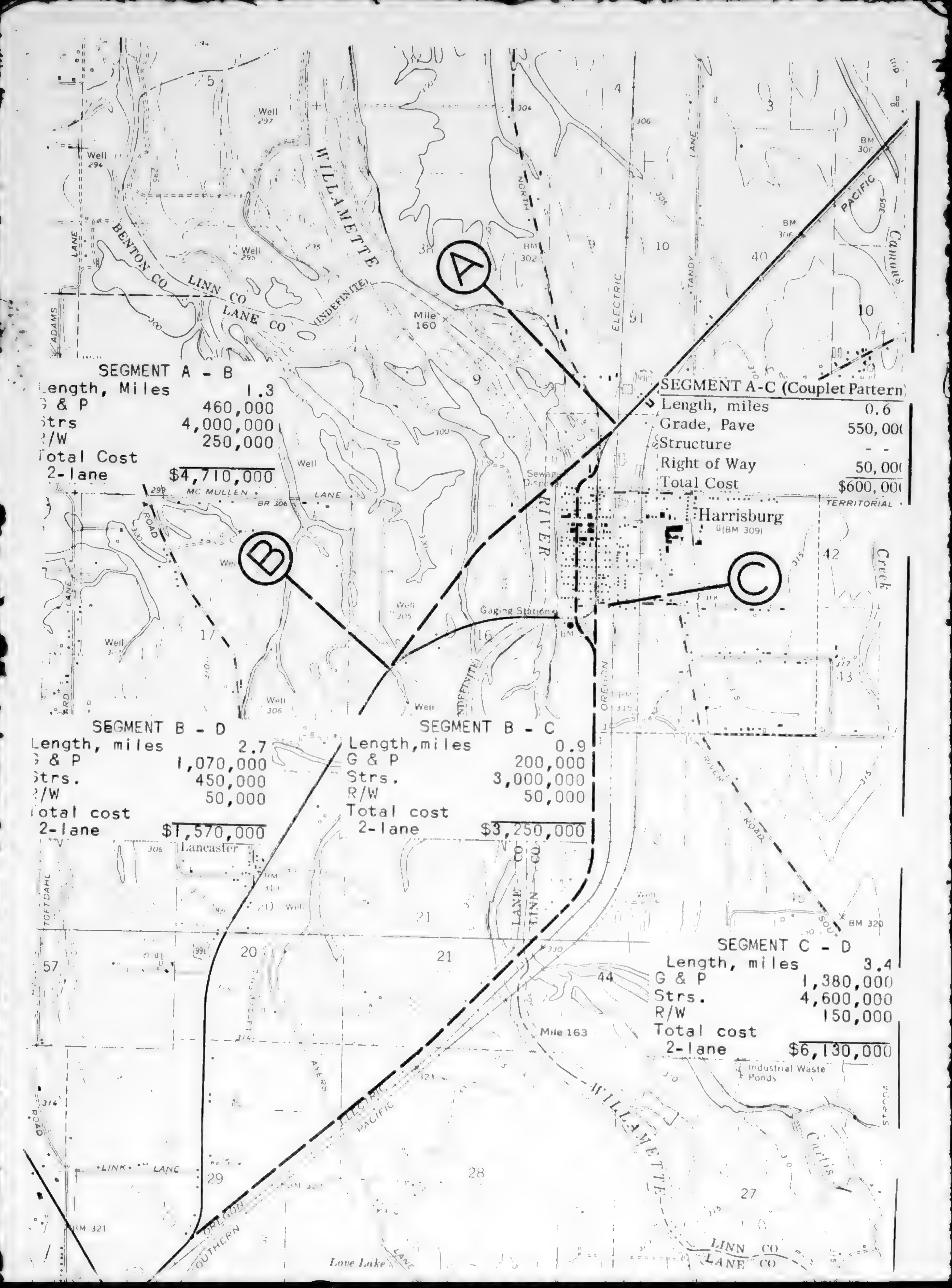
ORIGINAL SIGNED
VICTOR D. WOLFE

Victor D. Wolfe
Location Engineer

Att.

VDW:mc

cc Glenn Hossner
E. S. Hunter
R. L. Schroeder
L. W. Rulien
Gary Potter



SEGMENT A - B

Length, Miles	1.3
G & P	460,000
Strs	4,000,000
R/W	250,000
Total Cost 2-lane	$4,710,000

SEGMENT A-C (Couplet Pattern)

Length, miles	0.6
Grade, Pave	550,000
Structure	- -
Right of Way	50,000
Total Cost	$600,000

SEGMENT B - D

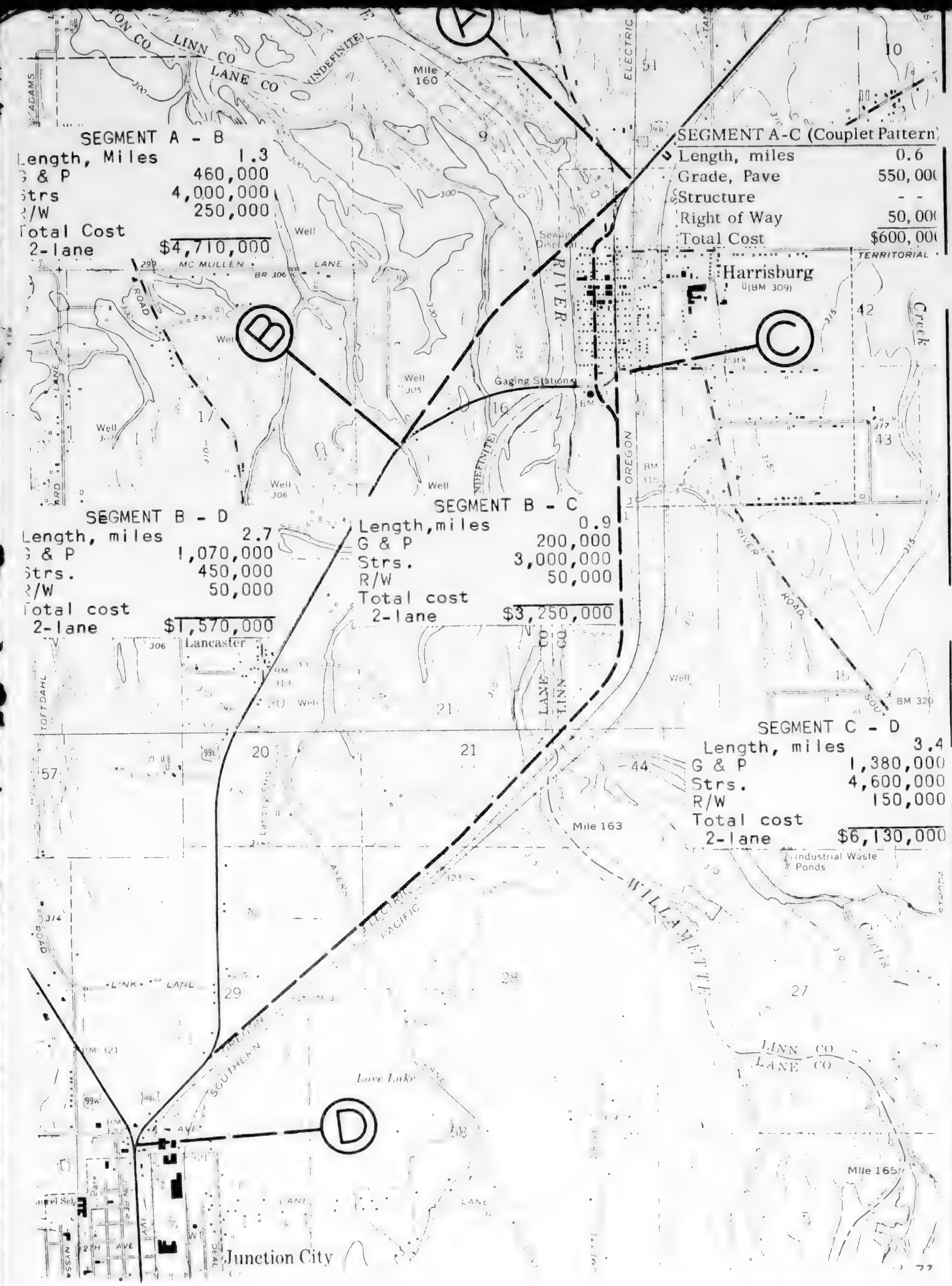
Length, miles	2.7
G & P	1,070,000
Strs.	450,000
R/W	50,000
Total cost 2-lane	$1,570,000

SEGMENT B - C

Length, miles	0.9
G & P	200,000
Strs.	3,000,000
R/W	50,000
Total cost 2-lane	$3,250,000

SEGMENT C - D

Length, miles	3.4
G & P	1,380,000
Strs.	4,600,000
R/W	150,000
Total cost 2-lane	$6,130,000



SEGMENT A - B

Length, Miles	1.3
G & P	460,000
Strs	4,000,000
R/W	250,000
Total Cost 2-lane	$4,710,000

SEGMENT A-C (Couplet Pattern)

Length, miles	0.6
Grade, Pave	550,000
Structure	- -
Right of Way	50,000
Total Cost	$600,000

SEGMENT B - D

Length, miles	2.7
G & P	1,070,000
Strs.	450,000
R/W	50,000
Total cost 2-lane	$1,570,000

SEGMENT B - C

Length,miles	0.9
G & P	200,000
Strs.	3,000,000
R/W	50,000
Total cost 2-lane	$3,250,000

SEGMENT C - D

Length, miles	3.4
G & P	1,380,000
Strs.	4,600,000
R/W	150,000
Total cost 2-lane	$6,130,000

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

September 28, 1973

Mr. [illegible] [illegible]illiams
Route 1, Box 11[illegible]
Junction City, Oregon 9744[illegible]

Dear Mr. [illegible]:

Thank you for your recent letter regarding the condition of the [illegible] Bridge at Harrisburg. [illegible] not [illegible] structures [illegible] certain [illegible] regulations [illegible] construction.

[illegible]

[illegible]

[illegible] division will [illegible] in a condition adequate to carry traffic.

Thank you for your [illegible]. I am recovering very satisfactorily [illegible].

Sincerely,

Governor

TM:dr
bcc: Highway

RECEIVED
STATE HWY ENGR
OCT 2 73

Dear Governor McCall,   9/10/73 Gi ens to Hwy

I hope you make a quick and complete recovery. I am concerned about the bridge at Harrisburg. They need a new one real bad. I hope you will sometime take the time to just sit on the approach for a few minutes while trucks go by. We believe a huge Morse Bros. Sand and Gravel truck will fall through and they will sue the state for a million dollars.

Sincerely
Ron Gilkens
Rt #3 Box 216
Junction City Oregon
97448

RECEIVED
STATE HWY ENGR
SEP 10 '73
REFER TO
FOR
Info | Inves | R/D | D/R | | | File

RECEIVED
SEP 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 2, 1973

TO

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

Attn. Mr. R. Pillsbury

FROM

Walter J. Hart
Bridge Engineer

SUBJECT

Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Linn and Lane Counties
Bridge [illegible]E

In answer to your questions about high water flows of 1945 and 1964 and trestle length of the Harrisburg Bridge, please refer to the attached letter of June 27, 1973 and Hydraulic Report Addendum.

The proposed grade line provides a smooth profile between the river crossing and the overflow structures to the west. To lower a short section between these controls in order to reduce the length of the [illegible] fill [illegible] a very small [illegible] saving is not reasonable. A [illegible] would [illegible] the approach would [illegible] clearance of the [illegible] line were lowered in this case ([illegible] clearance [illegible], as proposed).

JEH:[illegible]
Attachment

cc L. S. [illegible]
L. B. Young
V. [illegible]

RECEIVED
JUL 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

HYDRAULIC REPORT

WILLAMETTE RIVER CROSSING AT HARRISBURG
ALBANY-JUNCTION CITY HIGHWAY
LINN & LANE COUNTIES

RECEIVED
JUN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Addendum

The selection of the December 1964 flood as the design flood was based on an estimated uncontrolled discharge of 280,000 cfs as compared to the actual recorded discharge of 125,000 cfs at the U.S.G.S. recording gage at Harrisburg. The largest recorded discharge at Harrisburg, 210,000 cfs, occurred in December 1945; it has been estimated by the Corps of Engineers to have been an uncontrolled discharge of 213,000 cfs. It can be seen, therefore, that the 1964 uncontrolled discharge was 67,000 cfs higher than that of 1945.

Since 1945 there have been seven dams constructed along the Willamette system upstream of Harrisburg, two of these since 1964, which cause a large reduction of peak flows on the Willamette. The Corps of Engineers estimates a further reduction of the 1964 discharge of 125,000 cfs at Harrisburg to 112,000 cfs by the now-constructed Fall Creek and Blue River dams.

The following tabulation offers a comparison between uncontrolled and controlled discharges of both the 1945 and 1964 flood events with 1973 controls on the river.

		Uncontrolled	Controlled	
1964	Discharge	280,000 cfs	112,000 cfs	(Gage height - 16.6
	Frequency	70 years	70 years	Elevation - 307.0 MSL)
1945	Discharge	213,000 cfs	93,000 cfs	(Gage height - 14.9
	Frequency	17 years	17 years	Elevation - 305.3 MSL)

It is interesting to note that should actual discharges of 280,000 cfs and 210,000 cfs be seen at Harrisburg, their recurrence frequency would be 1000 years and 700 years, respectively.

Of the two alternates discussed for the overflow area now traversed by the 1600-foot trestle, the selection of a 1600-foot replacement trestle was based on the facts that the overflow area will still exist, the existing overflow trestle and flooding conditions have been accepted by the residents of the area, and that any reduction of waterway opening would change the drainage pattern downstream from the bridge site and expose the State to possible liability for any damages which might occur as a result of restricting the flood plain. Attached is a copy of a letter dated September 24, 1970 from W. H. Tebeau, Preliminary Studies Engineer, to Ivan D. Merchant, Bridge Engineer, in which this conclusion was discussed. These basic reasons for selecting a structure of the same length have not changed.

Richard L Lenz

Richard L. Lenz
Hydraulics Engineer

Attachment

RLL:mc

6-28-73

cc Victor D. Wolfe
W. J. Hart
E. S. Hunter
Don Byard

Salem, Oregon
September 24, 1970

Mr. Ivan D. Merchant
Bridge Engineer

BUILDING

Willamette River Crossing
Vicinity of Harrisburg
Albany-Junction City Highway
Linn and Lane Counties

Enclosed are two copies of a report by R. L. Lenz covering the hydraulic characteristics of the Willamette River crossing near Harrisburg. This report is rather detailed and should answer a number of questions concerning the flood pattern in the area.

Of the two methods discussed with regard to the overflow area served by the 1600-foot trestle at the west end of the main crossing, I favor keeping the trestle length as it is now. I use, as the basis for this conclusion, the following reason: The present trestle has been in place for a number of years and people in the area have accepted its existence and its effect upon floods in the area--it appears that anything less would not meet with favor to the residents that live on the flood plain; therefore, retention of the 1,600-foot length would be insurance against possible liability since the State could be charged with the responsibility if damage occurs as a result of restricting the flood plain.

If you have any questions regarding the contents of the report or of the conclusion present above, please do not hesitate to contact me.

ORIGINAL SIGNED BY
W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Encls.

WHT:ia

cc: F. L. Hall

OREG

SECT

RECEIVED
JUL 5 1973
OFFICE OF
ASSISTANT STATE HIGHW. ENGINEER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Willamette Overflow (Harrisburg) Br.
Highway: Albany-Junction City (FAR 3)
County: Linn and Lane
Prefix: 22-1406

Res. Engr.
Approx. Length 0.4+ mile
Sta. to Sta.
Date 6-21-73

Mean Truck A.D.T. 720
Traffic Coefficient 9.5
18 kip s. a. per day 206.7

Annual Precipitation 42"± (Eugene)
Frost Penetration - - - -
CBE Total Requirement 31.5"

(1)

Typical Soil

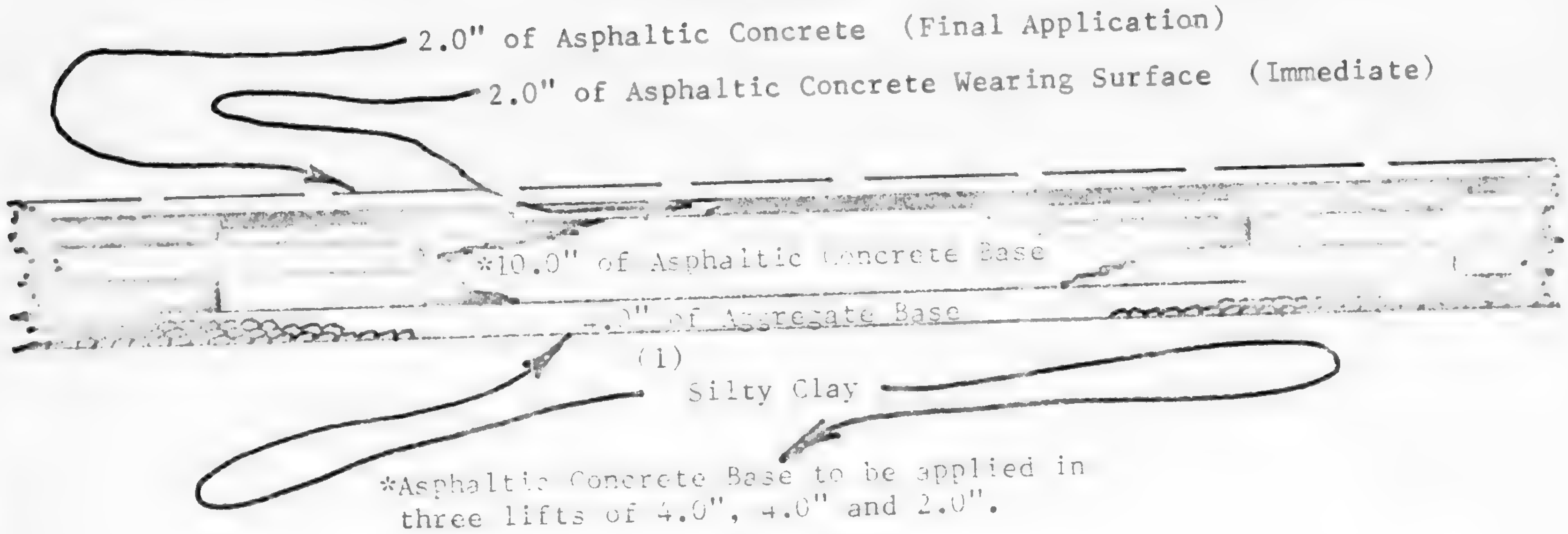
40	LL
14	PI
97	%P 10
88	%P 200
3	% Gravel
3	% C Sand
6	% F Sand
53	% Silt
35	% Clay
6	R Value
A-6	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
20.0	10.0	A.C.B.
4.0	4.0	A.B.
32.0	18.0	

STRUCTURAL SECTION
"NEW WORK"


2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
*10.0" of Asphaltic Concrete Base
[illegible].0" of Aggregate Base
(1)
Silty Clay

*Asphaltic Concrete Base to be applied in three lifts of 4.0", 4.0" and 2.0".

See Remarks on Page 3.

[illegible] Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

[illegible] Engineer

Recommended by
Asst. Engineer of Materials and Research

Recommended by

Approved by
Asst. State Highway Engineer

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 2

Section:	Willamette Overflow (Harrisburg) Br.	Res. Engr.	
Highway:	Albany-Junction City (FAR 3)	Approx. Length	0.4± mile
County:	Linn and Lane	Sta.	to Sta.
Prefix:	22-1406	Date	6-21-73
Mean Truck A.D.T.	720	Annual Precipitation	42"± (Eugene)
Traffic Coefficient	9.5	Frost Penetration	- - - -
18 kip s. a. per day	206.7	CBE Total Requirement	31.5"

(1)

Typical Soil

See Page 1

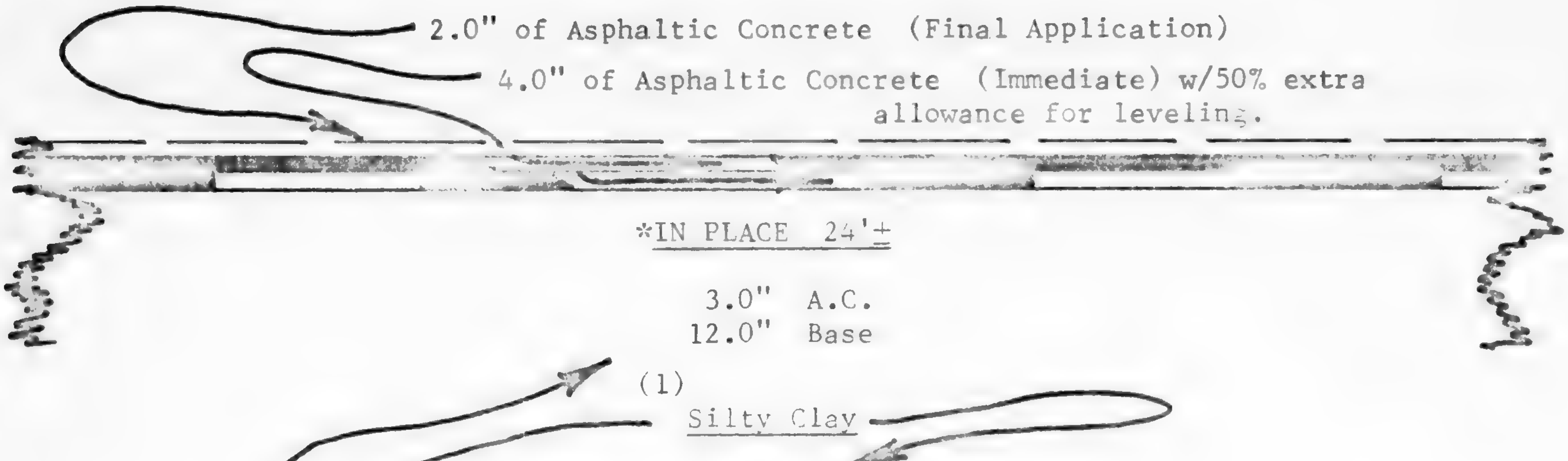
LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

Materials Source:

Credit	Actual Thick.	Component
	2.0	A.C. (F.A.)
	4.0	A.C. (I.)
See	Structural	Section

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)



2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate) w/50% extra allowance for leveling.

*IN PLACE 24'±

3.0" A.C.
12.0" Base

(1)
Silty Clay

*In place depth of surfacing and base are as shown in the Highway Log.

Submitted by
Base Design Engineer

Recommended by
Asst. Engineer of Materials and Research

R

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Willamette Overflow (Harrisburg) Br.

HIGHWAY: Albany - Junction City (FAR 3)

COUNTY: Linn and Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	2.0"	10.0"	---	4.5"	28.5"	16.5"
7.0 - 8.0	2.0"	8.0"	---	5.0"	25.0"	15.0"
6.0 - 7.0	2.0"	6.0"	---	5.5"	21.5"	13.5"
4.8 - 6.0	2.0"	5.0"	---	4.5"	18.5"	11.5"
Cars Only	2.0"	---	---	9.5"	13.5"	11.5"
"One-Year Detour" and "Temporary Connections"						
	4.0"	---	---	12.0"	20.0"	16.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.3 and a C.B.E. Requirement of 27.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values.

1.0" Asphalt Concrete W.S. & Base = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions

TRAFFIC ANALYSIS

SECTION: Willamette Overflow (Harrisburg) Br.

HIGHWAY: Albany-Junction City

COUNTY: Linn and Lane

4000 Present ADT (19 73)

12.4 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	270	1.9	513	392	450	176,400
3	85	1.9	162	124	1000	124,000
4	10	1.9	19	15	1250	18,750
5	130	1.9	247	189	3180	601,020
6	0	---	---	---	2570	- - - -
				720 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 920,170

TWENTY YEAR EWL 18,403,400

TRAFFIC COEFFICIENT 9.5

SECTION: Willamette Overflow (Harrisburg) Br.

HIGHWAY: Albany-Junction City

COUNTY: Linn and Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C., A.C., or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: See remarks.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made; see Item 10. The existing roadway will be utilized with the addition of an overlay and widening where applicable. A.C. is more desirable for this type construction.

June 12, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Willamette River Bridge (Harrisburg)
Harrisburg-Junction City Section
Albany-Junction City Highway
Linn County
Bridge No. 583E

In regard to your letter of May 14, 1973, the answers to your questions and comments are as follows:

1. Test hole drilling is being done in the river now and a foundation drawing and a report will be made and forwarded when the drilling is finished.

2. Maximum calculated scour for a 45 degree angle of attack and a high water elevation of 306.9 feet is 27 feet. Consideration will be given to lowering the footings and placing a layer of riprap above the footings, similar to the method used at Sanderson Bridge.

3. The original submission was for stage construction and had two round columns at each pier. With full width construction a single column pier is possible. This requires some increased width for lateral support of the superstructure. A 10-foot, round column would have an estimated scour depth of 23 feet.

4. Enclosed is supplementary information regarding the hydraulic considerations at this location. This information indicates there is no effect on the water levels.

5. The access road is to be constructed to follow the existing ground line along the south side of the approach and will be submerged during high water.

6. The proposed stairway is for the use of the farmer during flood conditions. He would use a tractor to get from his house to the stairway, park said tractor on high ground at the foot of the stairs, and walk to town.

7. The original submittal contained an alternate slab span arrangement which cost more than the proposed 50-foot slab span approach. A segmental post-tensioned main crossing structure was discussed in the submittal of February 20, 1973. A steel plate girder structure with the same span layout as the proposed post-tensioned box is estimated to cost $1,430,000 versus the estimated cost of $1,246,000 for the proposed spans.

Hopefully this information will enable you to approve the Harrisburg replacement structure as submitted.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

JFB:dh jf

bc: F. B. Klaboe
A. F. Johnson
W. J. Hart
L. H. Young
V. D. Wolfe
V. F. Skoog

FORM E-30 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 21, 1973

To: Mr. W. J. Hart
Bridge Engineer

SUBJECT: Oregon Project F-105(-)
Willamette River-Harrisburg Section

Attention: Mr. Jerald Backstrand

Re letter of May 14 from Glen L. Green, Division Engineer, FHWA, to George Baldwin, Administrator of Highways, concerning the subject project. In answer to comment No. 4:

During the flood of December 1964, flood waters reached up on the beams of the existing overflow structure, thereby restricting the movement of floodwaters through the bridge opening; this in turn caused more water to flow over the adjacent reaches of pavement. The roadway northerly of the overflow structure, midway between this bridge and the long trestle approach to the main river crossing, was either just inundated or not at all. In the reach of roadway southerly of the overflow structure the floodwaters passed over the road for a distance of about 1200 feet with the deeper portion and the greatest volume crossing at a distance of 600 to 1200 feet from the structure.

The existing structure had a beam depth of about 5 feet; the new structure has a beam depth of 21 inches. This places the bottom of the beams for the new structure at an elevation 3 feet higher than those of the existing structure, thereby increasing the capacity of the new bridge opening. The water surface elevation at the bridge for the design flood will be from 1 foot to about 4 feet below the bridge beams. At the design flood level, no water would have crossed the pavement northerly of the bridge, and southerly of the bridge less than 100 cfs would have passed over the roadway in the first 600 feet from the bridge.

In conclusion, there is no way this grade raise could have the slightest effect on the water level at the main bridge and approach trestle.

RECEIVED
MAY 22 1973
BRIDGE DIVISION

NOTE
BACK

Richard L. Lenz
Hydraulics Engineer

RLL:mc
cc Victor D. Wolfe

[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 14, 1973

In reply refer to: 10-35.6

FROM for: G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO
FOR
Info

SUBJECT: Oregon Project F-105(-)
Willamette River-Harrisburg Section

We have started our review of the preliminary structure plans submitted with Mr. Hart's February 20 memorandum. Before we forward this submission we would like answers to the following comments or questions:

1. There was no foundation data sent with your submission. We assume that the data is essentially the same as in the submission of June 17, 1970.

2. Our calculations show scour at low water and the 30° angle shown on the bridge plans will be below the bottom of the footings. The high water scour, or an increase in skew angle, is deeper. It would appear that deeper footings could be in order along with a good riprap system.

3. The original submission for this project had round bridge piers because of the extreme skew angle of water flow. You now propose round end rectangular piers which will increase scour. We feel the added scour depth is a strong argument for round piers rather than semi-circular as shown. We would appreciate your comments.

4. It is our understanding that the grade of the road now under construction immediately to the south of this project is being raised in the order of 2 feet. This will cause more flood water to pass under the bridge because during any substantial high water in the past the road has been topped. Will this still be the case? The hydraulic report does not mention this area.

5. The original submission showed an access road along the south side of the new trestle with a bridge over the main overflow channel. What has become of this feature?

6. You provide a stairway to the ground for farm flood access. This is an addition to the original submission. Is the

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

stairway part of an agreement with the landowner? How often will it be used? Where will the farmer go at the bottom? Where will he park his car when he uses the stairway?

7. It is our opinion that any structure costing this amount of money should be compared to a workable alternate. Please give us such an alternate with accompanying cost figures. (Alternates could be plate girder or steel trapizodial boxes, etc.)

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEE

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MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINE

May 24, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
F. B. Klaboe
State Highway Engineer

SUBJECT Oregon Project F-105(-)
Willamette River Bridge (Harrisburg) Section
Albany-Junction City Highway
Environmental Impact Statement

Reference is made to your May 17 letter rescinding your concurrence, granted by letter of January 23, in building a replacement bridge on the existing alignment.

The Federal Highway Administration Division Office has been quite familiar with this location and our reasons for sticking to the existing location, in spite of possible alternates. To repeat what you already know, I can state unequivocally that the additional financing necessary to build an alternate is not and cannot become available. In fact, a bypass of Harrisburg or any rerouting is not indicated by need at this time or in the foreseeable future.

The delays created by the lack of a firm decision have already resulted in our having to contract an overflow structure immediately south of the Harrisburg Bridge with 100 percent State funds because the structural condition of the overflow bridge would not permit further delay in its replacement. This was recently contracted at a cost to the State of $365,000, which we could ill afford but felt a mandatory obligation to the traveling public of Oregon to provide them with safe transportation of goods and people. A continuing delay of your approval for a replacement of the main river crossing structure will only serve to further subject the Oregon motorists to inconvenience through use of a structure with an inadequate deck that requires regular maintenance and obstructs the free flow and safety of the public.

For the purpose of refreshing your memory, I refer to the exhibit map accompanying our narrative report of December 12, 1972. This map shows a study alternate AB with a cost of $4,710,000, while another alternate (CD) parallel to the Oregon Electric Railroad, would cost $6,130,000. These are for minimum usable segments by traffic. The replacement of the existing facility on the existing location will cost $3,250,000, indicating the more inexpensive alternate proposal will cost $1.5 million more.

Since we do not have the additional financing or established need for a rerouting, it becomes an exercise in futility to spend our time and energy discussing impacts or alternates that are impossible to achieve. This is time-consuming, and will only serve to delay the replacement of this facility which has suffered physical deterioration in both the approach spans and the deck system of the main span. An additional consequence (and the more important of the two) is that an investigation of the impact of an alternate routing here would delay the environmental statements now being prepared on approved construction program projects, with an end result of the possible delay in contracting these projects. Further funds devoted to the maintenance of this structure to insure its safety is not money well spent in view of its eventual replacement.

I further wish to invite your attention to the fact that even if one of the so-called alternates were constructed, there is no assurance that the existing facility would or could be eliminated.

The negative environmental impact statement, which you say should be expanded to a full statement detailing all of the alternatives, dealt quite adequately with the existing route and, as it is the only one for which there is need and financial resources, it would appear sufficient in any normal view of the situation.

If the negative declaration has any fault, it is in the understatement of those facts in mitigation of negative impacts, e.g., the statement is made that two single-family residences will be displaced. What was not said was that one of the residences is in such a state of disrepair as to be borderline for habitation, and that removal of it and the relocation of the people to more adequate housing cannot be other than on the plus side.

A check of the replacement facility against Sec. 109(h), Title 23, U.S.C. (which we take as being the will and intent of Congress with regard to economic, social, and enviornmental effects) confirms our belief that we can answer the five categories of adverse effect with the term minimal to nonexistent.

Now if the Federal Highway Administration has any compelling reason (of which we are not aware) to impose conditions for further study, further affirmation, and further dealing with issues which we do not consider germaine to the instant case, we will be most receptive. If they have not, let's limit ourselves to practicalities and get on with the job.

The hearing that was held in June 1970 was for the south trestle approach to the main span but the testimony was not confined to that proposal. Although desires were voiced for a structure on a new location, the preponderance of testimony favored a new bridge on the existing location.

It is our considered opinion that this project meets none of the criteria associated with a major action. The only justification for considering it a major action would be the amount of money involved, and it is not a valid criteria. Major action or not, there is "no significant effect upon the quality of human environment".

In summary, I wish to state we have tried to make it plain that we have adopted the only option within our financial capabilities. Opting for a different solution will do no good, as we simply cannot finance other than a replacement facility. Evaluating alternate facilities and their environmental implications, trade-offs, impacts, et cetera, will do no good, as it has been established that we cannot afford them. It is a recognized fact that the rebuilding of the existing facility with the attendant betterments due to design changes creates only minimal environmental impact.

In view of the foregoing, I am requesting:

1. That you reaffirm your concurrence of January 23, and accept the negative

declaration as being adequate.

2. If you do not concur as requested in Item 1, then please forward this communication through the Region for review at higher levels.

bc A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. H. Young
Walt Hart
V. D. Wolfe

LHY:dg/ESH:jf/FBK ja

NITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Oregon Project [illegible]
Willamette River Bridge [illegible]
Albany - [illegible]
Environmental Impact Statement

FROM: G. L. Green, [illegible]

TO: Mr. George [illegible], [illegible]
Salem, Oregon

Our January 11 memorandum [illegible] to replace the subject bridge on the [illegible] Based on this decision a negative declaration [illegible] and submitted for our approval.

We now believe after further review of the [illegible] this project and review of the environmental [illegible] alternates, that a negative declaration is not [illegible] The magnitude of the alternatives is such that [illegible] alternatives would be major actions. [illegible] actions have the potential for significantly [illegible] environment.

Full consideration of the environmental impacts of [illegible] range of alternatives can best be accomplished through the draft environmental impact statement process. A final decision on the location for this project should be delayed until the process has been completed.

We therefore request that you prepare a draft environmental impact statement for this project. The May 4, 1973 Negative Declaration proposed by Mr. Schroeder is being returned unsigned.

G. L. Green

Enclosure
Neg Dec, 5-4-73

Green:nig

RECEIVED
STATE HWY ENGR
MAY 18 '73
REFER TO
FOR
Info | Answer

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

HH

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 23, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-105(-)
Albany-Junction City Highway
Harrisburg Bridge Location

Reference is made to Mr. E. S. Hunter's January 9, 1973 memorandum and attached studies concerning possible alternate locations for the Willamette River crossing near Harrisburg. I hereby concur in Mr. Hunter's recommendation to replace the bridge on existing alignment due to the character of the route, the urgency of the work and the apparent hydraulic problems associated with the alternate locations.

Future studies of this nature should precede the location public hearing with presentation of the alternates at the public hearing and discussion of same in the environmental impact statement.

The above course of action should still be followed if financing is such that time permits.

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STATE HWY ENGR
JAN 24 '73
REFER TO
FOR
Info Sign Act File

CA 7

Young
Hart
Wolfe
Hall
Byorde
1-29-73

8

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN'

January 9, 1973

TO Glen Green, Division Engineer
Federal Highway Administration

FROM

E. S. Hunter
Assistant State Highway Engineer

SUBJECT Replacement of the Willamette River Bridge at Harrisburg
Albany-Junction City Highway
Lane and Linn Counties

Reference is made to Memorandum 08-35.6 dated January 13, 1971 regarding studies on possible alternate routes for a new crossing of the Willamette River at Harrisburg on the Albany-Junction City Highway. Attached for your review is the traffic study data conducted November 1971, sketch maps and a narrative report prepared by the Location Section. The need for replacement of the existing Willamette River Bridge at Harrisburg is the reason for conducting these studies.

Several things are apparent with regard to this study and support the conclusion that the proper approach at this time is to replace the existing structure at its current location thereby doing a minimum amount of road reconstruction.

1. The existing structure has a main span 540 feet in length. The rated loading is 22 ton and the operating loading is 36 ton for the main span below the required 38 ton loading. No overloads are permitted. The horizontal width is 23'6" substandard for the traffic volumes experienced in 1972.

2. The 1,665 feet long wooden approach spans have deteriorated to a point beyond the capability of maintenance to restore.

3. Replacement of the bridge is necessary within the immediate future and it can be anticipated that even though a relocation was constructed in the near future local demands would likely cause the existing structure to remain and therefore the necessity for reconstruction of the bridge would not diminish.

4. The November 1971 traffic counts indicated a total of 4,300 trips over the existing Willamette River Bridge. Of these, 2,800 were local trips, either destined to or originating in Harrisburg. It would appear that this trend would hold through at least 1991 as the traffic projection indicates a total of 7,000 trips with 57 percent ending or originating in Harrisburg.

From the attached information and for the above reasons we have concluded that it is inappropriate to consider a relocation at this time; therefore, recommend and request that you approve replacement of the existing structure at its present location.

ESH:jf
Attachment

bc: F. B. Klaboe
    A. E. Johnson
    V. D. Wolfe
    Walt Hart

NARRATIVE REPORT

Controlling elements for this section of highway have been established for this study.

The northerly terminus (Pt. A) has been established in the past by acquisition of four-lane right of way and construction of two lanes as the first stage in improvement. The southerly terminus (Pt. D) is near the northerly limits of the community of Junction City which according to our needs study will not require a significant route change in the foreseeable future but only expansion to larger capacity by a couplet. The route studies described connect these two controls by three alternates.

A route was studied (A C D on attached map) that would leave the existing highway approximately 3.5 miles southerly of Harrisburg and then parallel the Oregon Electric Railroad tracks to return to the existing highway at the southerly edge of Harrisburg (C D). The route would require the purchase of all new right of way which would remove land from the tax rolls. The existing highway would have to be maintained for local service which would be an additional expense. The Willamette River crossing would be a little over a mile upstream from the existing structure. This segment would have to be constructed in one unit to be usable and construction of a two-lane facility is estimated to cost $6,130,000. To handle future traffic through Harrisburg widening or establishment of a couplet (A C) would be required at an estimated cost of $600,000. Total cost for the route is $6,730,000.

Difficult flood plain problems exist as the alignment crosses an extensive flood plain which extends from Junction City to within a half mile of the southern limits of Harrisburg. Within this flood plain area the railroad company has constructed nine separate trestles plus the main spans with trestles crossing the Willamette River which have set the precident for the overflow pattern. The first eight of these trestles are in that stretch of track from Junction City to the main structure over the Willamette River and have a total combined length of 2800-2900 feet. The main structure, which has a combined length between trestle and steel truss of about 2200 feet, crosses a reach of the river which has shifted back and forth over the past years; even then, it appears that the river has been some 1200 feet further to the southwest of the reach spanned by this main structure. The northerly end of the flood plain is spanned by another trestle approximately 1500 feet in length.

It is conceivable that the overflow through the first eight trestles could be carried through fewer trestles with an overall reduction in total length since the velocities are relatively slow and a buildup of backwater would be minimal. Roadbed elevations could be above the flood level throughout the floodplain similar to the condition prevailing with the existing railroad fills. If the total length of main spans and overflow trestles were reduced to the same length as present on the existing highway, the roadbed would have to be lowered to an elevation which would allow overflow of the highway for a flood of about a 25-year recurrence frequency.

A new structure at this location should be comparable in length to the railroad structure. Unless a considerable amount of training works were constructed along this reach of the river, the main channel could shift to any position within the 2200-foot width--witness the railroad's lift span which now spans dry ground.

An alignment was studied (A B D on attached map) that began at the same point south of Harrisburg as the first alignment. This line (B D) followed the existing highway to a point approximately one mile southwesterly of Harrisburg. At this point the alignment left the existing highway in a northeasterly direction to cross the Willamette River well downstream from the existing structure and connect back to the existing highway north of Harrisburg. The first section of this line would consist of improving the existing highway. The existing right of way would be utilized; however, some additional right of way would have to be purchased. There would be very little, if any, effect on the surrounding area. This improvement is estimated to cost $1,570,000.

The second section (A B), which includes the structure, would go through a new area and would require some expensive right of way. This right of way would be land removed from the tax rolls. This section bypasses Harrisburg and traffic studies show that of the Willamette River bridge traffic, 57 percent have origins or destinations in Harrisburg and 43 percent are through traffic. This would mean out-of-direction travel for the 57 percent. The cost for this section is estimated at $4,710,000. Total cost for this route is $6,380,000.

Flood plain problems are apparent. The proposed location of the bypass would be subject to the same amount of floodwaters as now pass through the existing main spans and trestle which cross the river at Harrisburg. The length of the main span across the river would have to be 50 percent longer than the existing span because of the acute angle of crossing over the river. The remaining length of structure comprised of trestle would have to be considerably longer than the existing because the overflow pattern of the river in flood stage is different at the proposed location than at the existing location.

Downstream from the existing structure location, floodwaters leave the main channel in overbank flow to the northwest across the adjacent farmlands. This additional flow plus the usual overbank flow coming into the area from the south in its usual pattern indicates larger overbank quantities to pass through the trestle and a lesser quantity in the main channel.

To further complicate the matter, the design flow through the trestle at the existing location is 13,800 cfs, two-thirds of which passed through the extreme westerly end of the trestle. The new trestle would either have to span the entire floodplain from the river to and including the westerly overflow channel, about 2400 feet in length, or be comprised of two trestles 700 and 1000 feet in length, with a fill about 700 feet long between them.

Another alternate combination would be to have a 700-foot trestle on the westerly end and a main structure combination of 800 feet (approximately) of river span plus 700 feet of trestle on the left bank. The effect from this alternate would be to contain more of the overflow in the main channel which might cause some unforeseeable changes along the river downstream; more immediately, though, it would direct more water at the farm buildings located on the left bank just downstream of the proposed structure. The last alternative should adequately handle the design flood but adverse downstream consequences could be significant.

The third alignment studied (A C B D) used section one in the preceeding study (B D). The second section (B C A) would then follow the existing alignment and the Willamette River crossing would be just downstream from the existing structure. The existing right of way would be utilized with little additional right of way having to be purchased. This alignment would put the traffic into Harrisburg where 57 percent is oriented. The cost for the second section is estimated to be $3,250,000. Total costs for route are estimated at $5,420,000.

The present alignment crosses the river and adjacent floodplain almost at right angles to the flow of floodwaters which indicates then the shortest possible length of structure (length of bridge plus trestle is 2200 feet). In the remainder of the distance southerly to Junction City there are six overflow structures with a combined length of 817 feet. The excessive difference between lengths of overflow structures on the existing highway and the railroad is accounted for by overflow of the highway during flood periods. The highway is generally covered with water from Junction City to Harrisburg during high floods, with the exception of the six overflow structures which are about two feet higher than the roadway between. The highway becomes inundated from floods on a 25-year recurrence frequency but is not closed off to through traffic. Even during the 1964 flooding with approximately two feet of water over the highway at some locations, trucks were still traveling through.

The design flood is split up with 81,800 cfs to pass under the main spans and 13,800 cfs to pass under the trestle. This split is based on the 1953 flood which had the same discharge as our design flood; the USGS took a flow measurement during the height of the 1953 flood so we have an accurate determination of the split of the flow between all of the overflow structures and the main structure. Since 1964, however, the landowner who farms on both the upstream and downstream sides of the main structure has changed the complexion of the overflow area through the trestle. He has removed all of the vegetation (brush and large trees) from the fields which will allow a larger portion of the overflow to pass beneath the trestle because of improved flow characteristics.

In Memorandum 08-35.6 a question was raised regarding which design flood, 1945 or 1964, should be used. Hydraulic data show that while the unregulated discharge for the 1945 flood was an estimated 213,000 cfs, the unregulated discharge for the December 1964 flood was 280,000 cfs; therefore, the 1964 flood is the design flood that should be used. It has also been determined that under the present control on the river, the frequency of recurrence for water over the existing grade is estimated at 25 years.

Any of the routes studied would provide reasonable connections to the Diamond Hill Road, Territorial Road, Peoria Road and the Coburg Road; however, a route through Harrisburg would be the least disruptive of present travel patterns. There would be some out-of-direction travel in most cases to these roads if the bypass route were built.

A route variation was considered that would cross the river to connect directly into Territorial Street. This route was not studied further because it was felt that route D B A served the total situation better than this variation.

GCW:jp/mc
12-28-72

10-16-72

cc: G. L. Gr[illegible], FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. [illegible] Romer
[illegible] Tabeau
Ro[illegible] Trygstad
H. [illegible] Cox
B. [illegible] Gifford
R. [illegible] Chase
[illegible] C. Johnson
[illegible] B. Boyd
William Anhorn
J. H. Versteeg
W. J. [illegible]

1859

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

October 11, 1972

Mr. George Baldwin
Administrator for Highways
Highway Building
Salem, Oregon 97310

Re: Willamette River (Harrisburg) Bridge
PNRS #7209 2 120

Attn: Walt McCallum

Dear Mr. Baldwin:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

Cleighton Penwell

NOTED

BEN GIFFORD

CP:K1
cc: Dist. 12 COT

K,

Form FHWA-121 (1[illegible]7)
UNITED STAT[illegible]GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 14, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO

SUBJECT: Oregon Project F-105(-)
Willamette River-Harrisburg Section

We have started our review of the preliminary structure plans submitted with Mr. Hart's February 20 memorandum. Before we forward this submission we would like answers to the following comments or questions:

NOTED

1. There was no foundation data sent with your submission. We assume that the data is essentially the same as in the submission of June 17, 1970.

2. Our calculations show scour at low water and the 30° angle shown on the bridge plans will be below the bottom of the footings. The high water scour, or an increase in skew angle, is deeper. It would appear that deeper footings could be in order along with a good riprap system.

3. The original submission for this project had round bridge piers because of the extreme skew angle of water flow. You now propose round end rectangular piers which will increase scour. We feel the added scour depth is a strong argument for round piers rather than semi-circular as shown. We would appreciate your comments.

4. It is our understanding that the grade of the road now under construction immediately to the south of this project is being raised in the order of 2 feet. This will cause more flood water to pass under the bridge because during any substantial high water in the past the road has been topped. Will this still be the case? The hydraulic report does not mention this area.

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(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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7. It is our opinion that any structure costing this amount of money should be compared to a workable alternate. Please give us such an alternate with accompanying cost figures. (Alternates could be plate girder or steel trapizodial boxes, etc.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 20, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97308

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

RECEIVED
FEB 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT Willamette River (Harrisburg) Bridge
Harrisburg-Jct. City Section
Albany-Jct. City Highway
Linn and Lane Counties
Bridge 583E

Enclosed are five prints of Drawings 28691 and 28692, which are the preliminary plan and elevation for the Harrisburg Bridge. Also enclosed are five copies of the hydraulic report and five prints of an architectural study. The foundation recommendation will be forwarded when it becomes available.

This structure carries two lanes of traffic on the Albany-Junction City Highway (old Pacific Highway) across the Willamette River and part of its flood plain at Harrisburg. The existing river structure is very narrow (23'4" roadway) and the timber trestle approach is in a very deteriorated condition. A 48'0" roadway is proposed which provides for full shoulders. An 8'0" walk is provided on the downstream side. Connecting to the walk is a stairway about Station 114 on the trestle approach which provides property access during flood conditions.

A post-tensioned concrete box girder provides the necessary span lengths across the river channel at reasonable cost while lending itself to graceful architectural lines.

A segmental post-tensioned structure with poured-in-place concrete box sections at the piers and precast bulb-Tee sections throughout the remainder of the spans were considered for the river structure (estimated cost $1,252,000). Both structures were discussed with two large contractors knowledgeable in these types of construction. Both expressed the opinion that the poured-in-place structure would be the preferred type of construction, presenting fewer problems and going up faster. It was also agreed by all parties that the poured-in-place structure provided the better final product.

The approach trestle across the flood plain will use prestressed-precast concrete slabs on pile bents to realize economic savings. Traffic will be maintained on the existing structure until completion of the proposed structure.

The preliminary foundation information indicates the use of steel piling for the river piers with seals being required. Steel or concrete piling can be used on the trestle, concrete being elected to provide greater horizontal support. The estimated cost, based on approximate quantities and considering the removal of the old structure and maintenance of traffic on the structure is $1,246,000 for the river structure and $1,463,000 for the approach trestle. This price includes an allowance for engineering and contingencies. This is being sent to you as a preliminary submittal for your approval.

JEB/ag
Encls.

cc E. S. Hunter
L. H. Young
V. E. Skoog

7139

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

bc: ~~A.~~ E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
J. B. Boyd
L. E. George
C. O. Fredrickson
J. H. Versteeg

March 9, 1973

City of Harrisburg
City Hall
Harrisburg, Oregon 97446

Attn: Ms. Aleta J. Simmons
City Recorder

[redacted]

Gentlemen:

Reference is made to our meeting of February 21, 1973 regarding the proposed Harrisburg Bridge reconstruction project. Please be advised that we have reviewed the channelization and signalization requests and wish to inform you of the following information.

The accident record in this vicinity reveals no reported accidents at the 2nd Street and ORE 99W Intersection during the past six years. With present day traffic volumes it does not appear warranted for installation of a left-turn refuge at this time. If a new business enterprise is constructed in the vicinity of the City's water facilities heavy traffic movements could be anticipated; therefore, a left-turn refuge would most likely be vitally needed.

Per our discussions we wish to inform you that it appears desirable that we proceed with the necessary public hearings. In that regard, you will be contacted within the next few weeks regarding a date for these necessary hearings.

If a further meeting or discussion is desirable prior to the announced public hearings, please advise this office by letter at your earliest convenience.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt

RECEIVED
STATE HWY ENGR
MAR 9 '73
REFER TO
FOR
Info Inves R/E U/R Sign Att File

OREGON STATE HIGHWAY DIVISION
[illegible]
[illegible]

DATE: March 1, 1973 SUBJECT:

To:

Victor Wolfe
Location Engineer

BUILDING

ATTN: Dennis Bagger

FROM: L. E. George
L. E. George
Traffic Engineer

SUBJECT: Need for Left-Turn Refuge
Albany-Junction City Highway @
Second Street, Harrisburg

Attached is your plan for the Willamette River Bridge section of the Albany-Junction City Highway. You asked us to check the accident [illegible] at the Second Street intersection and [illegible]

A check of the accident records reveals that there have been no reported accidents at the Second Street intersection during the past six years. With present traffic volumes, it would not appear that there is any warrant for a left-turn refuge.

[illegible] brothers have their [illegible] on the southerly side of the highway in the vicinity of Second Street, a [illegible] east to south left-turn movement can be anticipated. [illegible]

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
FEB 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO THE FILES
Feb. 22, 1973

Re: Willamette River (Harrisburg) Bridge Sect.
Albany-Junction City Hwy. #58 (ORE 99E)
Linn & Lane Counties
City of Harrisburg

At the request of the Location Section a meeting was held Wednesday, February 21, 1973, regarding the subject matter to discuss the Harrisburg Bridge project with the City Council of Harrisburg. This meeting was held in an attempt to possibly forego a public hearing due to the time element and concern for early replacement of said bridge.

In attendance were the Mayor, Recorder, five city councilmen, and two or three interested citizens, including Mr. Bill Morse of Morse Bros. Construction, and a representative of the news media, along with J. X. Wilson, Ellis Jones, Bob Hector, Gary Waltenbaugh, and the writer, representing OSHD.

The major concern to the City was provisions for channelization and possible signalization with left-turn refuges at 2nd Street and La Salle Street. Also mentioned was a consideration of a future one-way couplet within Harrisburg utilizing 3rd Street as northbound, and 2nd Street for southbound traffic movement, which possibly should be considered in our planning.

Mr. Morse has currently in the planning stages the intention of moving the entire Morse Bros. crushing operations to a site southerly of the new facility on the east bank of the Willamette River. (See attached map.) This will undoubtedly create a need for channelization at the 2nd Street intersection.

Another matter of present and future importance to the City is their desire to create a continuous left-turn channelization lane on 3rd Street upon completion of the proposed project. We told them that this could possibly be done as a cooperative venture, probably by maintenance forces, and that parking would have to be eliminated on both sides of this facility if it were to be established.

The consensus of those present was that another meeting was definitely desirable,to be held within the next month, with the property owners affected in attendance to discuss and review matters mentioned at yesterday's meeting.

One question posed was of extreme concern to City: Were alternate routes considered and evaluated as to specific impact in the Harrisburg vicinity? Mr. Waltenbaugh replied that various alternate routes were examined and due to specific inherent environmental problems were rejected.

The major question, which is still first and foremost, is the matter of whether we should offer or hold a public hearing in the interest of expediency.

Perhaps a decision should come from the Administration. I trust this decision will be forthcoming at the absolute earliest date.

D.N. Harwell

D.N. Harwell
Assistant Engineer
County and City Section

DNH:ljt
Map attached
cc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Victor Wolfe
D. R. Byard
L. E. George
C. O. Frederickson
J. H. Versteeg

2/22/73

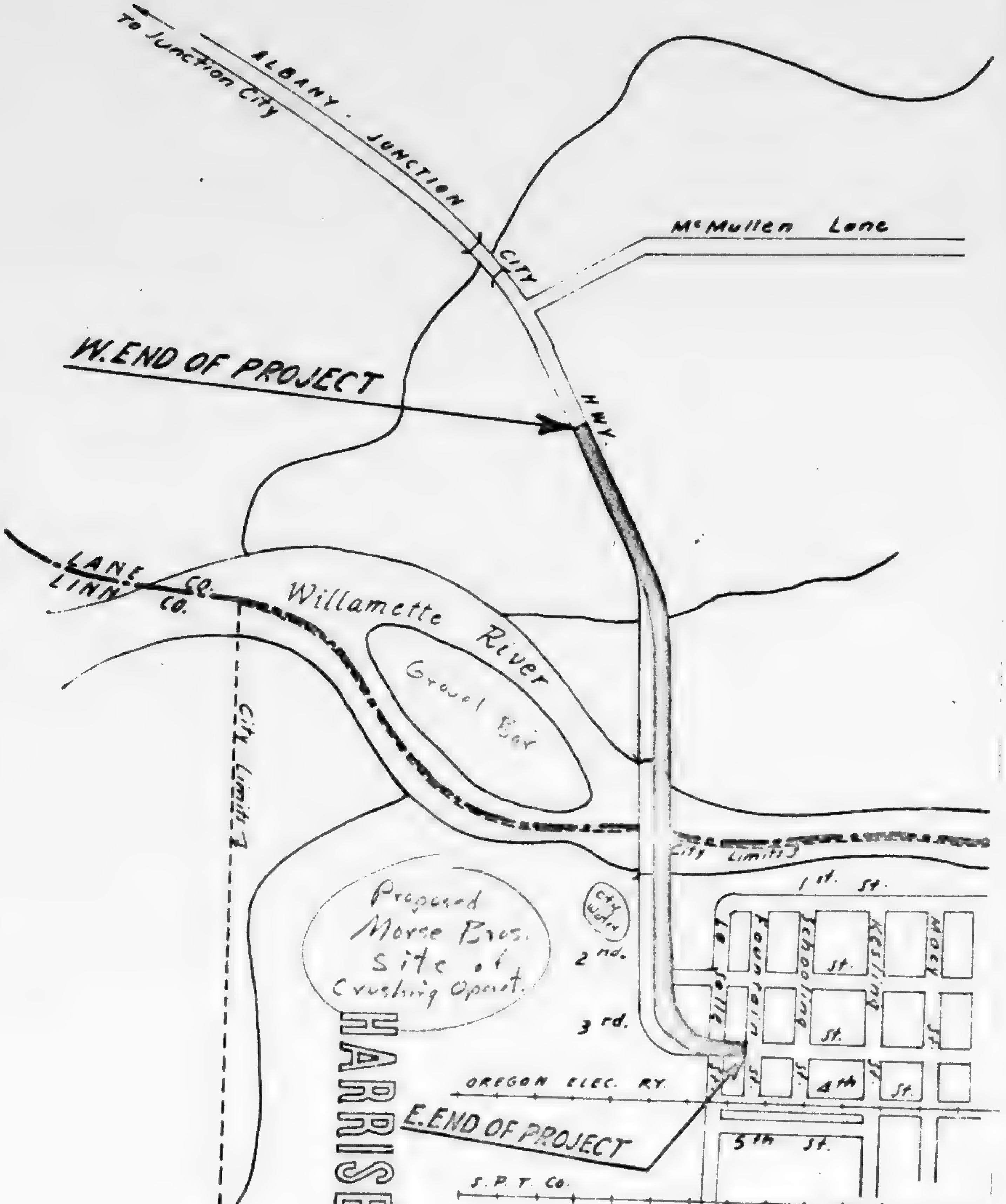
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

WILLAMETTE RIVER (HARRISBURG) BRIDGE SEC.

ALBANY-JUNCTION CITY HIGHWAY

LANE & LINN COUNTIES



2/24

1-

February 21, 1973

Mr. Clyde R. Roser
55 Toftdahl Road
Junction City, Oregon 97448

Dear Mr. Roser:

This is in reply to your letter of January 31 regarding the bridge over the Willamette River at Harrisburg.

This bridge is on the Federal-Aid Primary Highway System, and due to the Federal Government's curtailment of Federal-Aid Funds, the construction has been delayed.

We have been doing the minimum amount of maintenance work on this bridge the last few years to keep it in a safe condition until funds are available to construct a new bridge.

We regret the inconvenience the maintenance repair work has caused you. We anticipate that funds will soon be available and hope to let a contract this fall for the construction of a new bridge.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

VB:dg jf

bc: F. B. Klaboe
A. E. Johnson
L. H. Young

REFERRED TO
admin
BY SECRETARY

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
Juntex

January 31, 1973

Oregon State
Highway Commission
Salem, Oregon 97310

Dear Commissioners:

I would appreciate it if you would read this before filing it in file 13.

I want to express my opinion on the way the state repairs the bridge spanning the Willamette River at Harrisburg.

This is not to commend anyone as to the way it is being done, because personally I think it is absurd. Here is my story. I live in Junction City and work at [illegible], Inc. one and one-half miles east of Harrisburg. I cross over this bridge 4 times daily, so I think I have a reason to gripe. Every bump I hit and everytime I am detained (which is sometime every week) for repair(?) (patching) I wish that some of the people who are responsible for holding up the construction of a new bridge or at least resurfacing were riding with me.

It would seem to me that with all the new tax that has been earmarked for roads you could take a good hard look at 99 E and especially this bridge at Harrisburg.

When a person is detained on the bridge for one way traffic due to repairs, and a loaded truck passes you the give and swaying of the bridge is enough to scare you. In my opinion this is dangerous and unexplainable as my understanding is that this bridge has been condemned. We have spent enough money in the last five years for repairs to make a good start on a new one. Lets get with it.

Very truly yours,

Clyde R. Roser
85 [illegible] Road
Junction City, Oregon 97448

NOTED
R. D. A[illegible]

RECEIVED
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
FEB 9 1973
OFFICE ENGINEERING SECTION

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

K

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 15, 1972

TO Mr. R. N. Bothman
Maintenance Engineer Attn. Jim Gix

FROM Walter J. Hart
Bridge Engineer

SUBJECT Willamette River Bridge at Harrisburg

An analysis of the approach spans of the subject bridge has been made using the wood boring data that you furnished. The deck has been omitted from determining the load carrying capacity of the structure. It is obvious from the borings that the deck is in need of immediate repair.

It is our recommendation that stringers with rot be either replaced or supplemented with an additional stringer of the same size.

The new AASHO specifications reduce the allowable horizontal shear stress to 85 psi from the old value of 120 psi. If the new allowable stress is used, this structure, in the repaired state, should be posted at 29 tons.

Since this structure will remain in place a short time, we feel that we are justified in using the higher allowable stress of the old specification. In so doing, we find the structure adequate for legal loads at operating stresses if the above recommendation is followed.

WJQ:dh

cc L. P. Shaw
A. E. Johnson

RECEIVED
SEP 18 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-10 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Highway

The above subject bridges were discussed with Mr. F. B. Klaboe and Mr. L. P. Shaw on August 25. The following decisions were made.

Slough bridge at MP 29.72. This is the most critical structure and it was decided to attempt emergency replacement immediately. Mr. John Woods was contacted and requested to advise me as to what material was needed for the design of this 44' wide structure.

Mr. Gib Anderson is requested to accompany Region 2 personnel to the site to determine the minimum amount of work required to keep this structure in operation for approximately six months.

Approach structure at MP 29.09. With the cost of $1,500,000 Mr. Klaboe believes that this structure must be repaired to carry traffic for two years. He will proceed with as much haste as possible on a contract starting at approximately that time.

Mr. Gib Anderson should accompany Region 2 personnel to determine what steps will be the minimum to provide for this two year service period.

Please advise the earliest possible time that Mr. Anderson could cooperate in this project in order that our materials may be placed on an immediate order to accomplish the above work.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: E. S. Hunter
F. B. Klaboe
L. P. Shaw
Howard Johnson
Walt Hart

22-16

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 25, 1972

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Highway

To: R. N. Bothman
MAINTENANCE ENGINEER

On July 10 an inspection was made of the Harrisburg Bridge and the three slough bridges just south of the Harrisburg Bridge. Those inspecting were: R. N. Bothman, Maintenance Engineer; Jim Gix, Bridge Maintenance Engineer; Gib Anderson, State Bridge Superintendent; George Hopkins, Regional Maintenance Engineer; Bill Quinn and Jack Davis of the Bridge Department; and the writer.

The purpose of the inspection was to try and determine what course of action should be taken in order to safeguard the traveling public and to assess a program of action. The structure was found to be in increasingly deteriorated condition. The sidewalk from the steel truss to the farm approach was in critical condition (this has been replaced). The deck showed its general pattern of breakup which I, in the past, have believed impossible to assess without removal.

Sixteen pilings need replacing, based on approximately 50% loss; approximately 70 stringers need to be placed; and approximately 140,000 board feet of lumber needs placing on the deck. The stringers contain another 18,000 board feet. At a cost of approximately $200 per thousand, this equals approximately $32,000 in material. With the asphaltic concrete placement, this would equal nearly $40,000. With a ratio of 25% materials, 25% equipment, and 50% labor, this equals a total cost of about $160,000. These dollars are out of proportion to the value which we will receive, but it is our estimate that this is the minimum that can be done to place this structure in reasonably safe condition. The rot which is progressive in the deck system has been continuing through a period of several years. In reviewing the files, we hoped desperately in 1968 to have this structure replaced by 1970.

The first slough bridge south of the main trestle is in critical condition. Approximately 5,000 board feet need to be replaced in the deck. Crush is evident in the posts and in some of the stringers, all indicating advanced deterioration. The main approach structure contains 39,130 square feet plus a wooden sidewalk. Replacement is estimated to cost $1,500,000.

The first slough bridge south of the main structure contains 10,260 square feet, and its replacement is estimated to cost $300,000. The two smaller slough structures at the southerly end could possibly be remodeled slightly and one even replaced with a pipe. The problem is that a choice must be made at this time as to what method to proceed with. The cost of the immediate repairs and the inability to accomplish this amount of work with our forces creates a serious situation. If my estimate of cost for labor is reasonable, there are 200 crew days necessary to accomplish the work. With about 20 days available per month, we are looking at 10 months work with one crew. With the additional duties prescribed for our crews, this is nearly impossible. I think the entire problem requires additional reviewing with possibly top administrative personnel.

Summary and Recommendation.
The south approach structure at MP 29.09 and first slough bridge at MP 29.72 are in critical condition and require major repairs totaling $200,000. New structures will cost approximately $1,800,000. I request immediate appraisal of the alternatives and a decision of which way to go. If none is made, I have no other alternative than to order materials costing $50,000 and proceed with the major repair program knowing that even this is a mere stopgap as the basic age and design is completely obsolete and will require a continuing repair program.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
Attach.

cc: F. B. Klaboe - Please destroy letter of 8-15-72.
L. P. Shaw - " " " "
Walt Hart - " " " "
Howard Johnson - " " " "

Cost Base
1665'(L)x44'(W) = 73260 x 20 1,465,200

342'(L)x44'(W) = 15048 x 20 300,960

$1,465,200
300,960
$1,766,160 rounded to $1,800,000

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1972

To: R. N. Bothman
MAINTENANCE ENGINEER

SUBJECT: Harrisburg Bridge
Slough Bridges
Albany-Junction City Hwy.

On July 10 an inspection was made of the Harrisburg Bridge and the three slough bridges just south of the Harrisburg Bridge. Those inspecting were R. N. Bothman, Maintenance Engineer; Jim Gix, Bridge Maintenance Engineer; Gib Anderson, State Bridge Superintendent; George Hopkins, Regional Maintenance Engineer; Bill Quinn and Jack Davis of the Bridge Department; and the writer. The purpose of the inspection was to try and determine what course of action should be taken in order to safeguard the traveling public and to assess a program of action. The structure was found to be in increasingly deteriorated condition. The sidewalk from the steel truss to the farm approach was in critical condition (this has been replaced). The deck showed its general pattern of breakup which I, in the past, have believed impossible to assess without removal. Sixteen pilings need replacing, based on approximately 50% loss; approximately 70 stringers need to be placed; and approximately 140,000 board feet of lumber needs placing on the deck. The stringers contain another 18,000 board feet. At a cost of approximately $200 per thousand, this equals approximately $32,000 in material. With the asphaltic concrete placement, this would equal nearly $40,000. With a ratio of 25% materials, 25% equipment, and 50% labor, this equals a total cost of about $160,000. These dollars are out of proportion to the value which we will receive, but it is our estimate that this is the minimum that can be done to place this structure in reasonably safe condition. The rot which is progressive in the deck system has been continuing through a period of several years. In reviewing the files, we hoped desperately in 1968 to have this structure replaced by 1970.

The first slough bridge south of the main trestle is in critical condition. Approximately 5,000 board feet need to be replaced in the deck. Crush is evident in the posts and in some of the stringers, all indicating advanced deterioration. The main approach structure contains 39,130 square feet + a wooden sidewalk. Replacement is estimated to cost $350,000.

The first slough bridge south of the main structure contains 10 260 square feet, and its replacement is estimated to cost $30,000. The two smaller slough structures at the southerly end could possibly be remodeled slightly and one even replaced with a pipe. The problem is that a choice must be made at this time as to what method to proceed with. The cost of the immediate repairs and the inability to accomplish this amount of work with our forces creates a serious situation. If my estimate of cost for labor is reasonable, there are 200 crew days necessary to accomplish the work. With about 20 days available per month, we are looking at 10 months work with one crew. With the additional duties prescribed for our crews, this is nearly impossible. I think the entire problem requires additional reviewing with possibly top administrative personnel.

Summary and Recommendation.

The south approach structure at MP 29.09 and first slough bridge at MP 29.72 are in critical condition and require major repairs totaling $200,000. New structures will cost approximately $400,000. I request immediate appraisal of the alternatives and a decision of which way to go. If none is made, I have no other alternative than to order materials costing $50,000 and proceed with the major repair program knowing that even this is a mere stop gap as the basic age and design is completely obsolete and will require a continuing repair program.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: F. B. Klaboe
Lloyd Shaw
Walt Hart
Howard Johnson

RECEIVED
STATE HWY ENGR
AUG 17'72
REFER TO
FOR
[illegible]

Form E48x

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

Bridge Crew

1 FOREMAN	$40/day	$40
1 Asst FOREMAN	$38/day	$38
2 HMM 4	$34/day	$68
2 HMM 3	$32/day	$64
2 HMM 2	$31/day	$62

$272 × 1.27 = $345.44

$80,000 ÷ 345.44 = 231.58 days

Form E48x

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

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$80,000 ÷ 345.44 = 231.58 days

K

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 8, 1972

TO Mr. Victor Wolfe
Location Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Willamette River (Harrisburg) Bridge
Albany-Junction City Highway
Lane County
Bridges Nos. 583 and 3939

NOTED
A. E. JOHNSON

Enclosed are prints of Drawings Nos. B517 and B518, which are proposed sections of the Harrisburg Bridge and overflow structure. This is south of the river crossing.

The section at the Harrisburg Bridge shows the proposed roadway centerline 45'-0" north (downstream) of the existing roadway centerline. This centerline to centerline distance is required to build the new river crossing structure with a 44'-0" roadway in one stage outside of the existing structure.

The section at the overflow structure shows the proposed roadway centerline 16'-0" north of the existing roadway centerline. This allows for construction of 24'-0" of roadway for temporary use of traffic while the remainder of the structure is completed. If a temporary detour completely outside the new structure is feasible, the proposed centerline can match the existing centerline.

JEB/ag

Encls.

cc A. E. Johnson
E. S. Hunter

RECEIVED
SEP 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

22-1406-906

FORM 8-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1972

SUBJECT: Willamette River (Harrisburg) Br.

To: L. P. Shaw
ASST. STATE HIGHWAY ENGINEER

Attached is a comparative estimate cost of updating the approach of the Willamette River Bridge at Harrisburg with two alternates: (1) a modern standard with 46' roadbed for $1,452,000 and (2) reconstructing the bridge with the antiquated width for $902,000. This information was requested by yourself recently.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: R. N. Bothman
Walt Hart
Howard Johnson

RECEIVED
SEP 5 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

REGION 2 ENGINEER
RECEIVED
AUG 31 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

PRELIMINARY ESTIMATE SHEET

NAME Willamette Riv. (Harrisburg) Br. BRIDGE NO. 533A

SECTION Harrisburg Bridge PREFIX NO. 22-1406-906✓

HIGHWAY Albany - Jct. City COUNTY Lane

ESTIMATE MADE BY W. J. Quinn DATE 8-30-72

ESTIMATE REQUESTED BY J. B. Boyd DATE 8-29-72

ESTIMATE MADE FROM Preliminary plans

Approach Only

ESTIMATED STRUCTURE COST

Up-date 1970 estimate with	$ 1,452,000
46' Rdwy. & 5'-4" walk	
Match exist. rdwy. ±	902,000
24' Rdwy. & 5'± walk	

TOTAL $

REMOVE EXISTING STRUCTURE Included in above $

DETOUR STRUCTURE $

GRADING AND PAVING $

RIGHT-OF-WAY $

SIGNING AND ILLUMINATION $

MAINTENANCE OF TRAFFIC Included in above $

OTHER $

ALL COSTS INCLUDE AN ALLOWANCE FOR ENGINEERING AND CONTINGENCIES.

APPROVED Duane O. Christensen

DATE 8-31-72

NOTED
J. H. WOOD

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1972

To:
L. P. Shaw
ASST. STATE HIGHWAY ENGINEER

BUILDING

SUBJECT: Harrisburg Bridge
Albany-Junction City Highway

You have received a copy of Boyd's letter relative to direction to maintain the Harrisburg Bridge. This request involves the south approach to the Harrisburg Bridge and three slough bridges located south of the main bridge.

My memo of July 11 outlines my evaluation and recommendation for maintenance of the approach to the Harrisburg Bridge and the three slough bridges.

A review was made in 1968 which resulted in the decision from the Assistant State Highway Engineer to take the necessary steps to maintain the bridge for two years.

Since that time, we have continually attempted to maintain these wooden structures; however, the deterioration on the approach of the Harrisburg Bridge and on Slough Bridge No. 3939 has deteriorated to a point that the integrity of these two bridges is questionable.

The maintenance required at these two facilities is not within the capabilities of our present bridge crew, considering the other bridge maintenance requirements pending in District 4. Simply put, we do not have a bridge crew available for ten months to tackle this project. Also, it is questionable whether this is the economical method of maintaining these bridges, that being to continue to patch them when we are facing a $200,000 repair bill.

I request your assistance in determining the method to properly maintain these two structures; that being whether we can expect an immediate contract for their replacement, or whether I should process the $50,000 order for timber, which would result in approximately a $200,000 expenditure in maintenance, and a crippling effect on the bridge maintenance in District 5 for the next ten months.

I recommend the immediate replacement of the two structures in the same location as they now exist, in the present fiscal year. With this decision, we will defer the $200,000 maintenance expenditure. Otherwise, it will be necessary to proceed with the maintenance project.

Robert N. Bothman
Maintenance Engineer

RNB:mlp
Attachment

cc: J. B. Boyd
W. J. Hart

RECEIVED
AUG 23 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Form F49x

OREGON STATE
HIGHWAY DIVISION

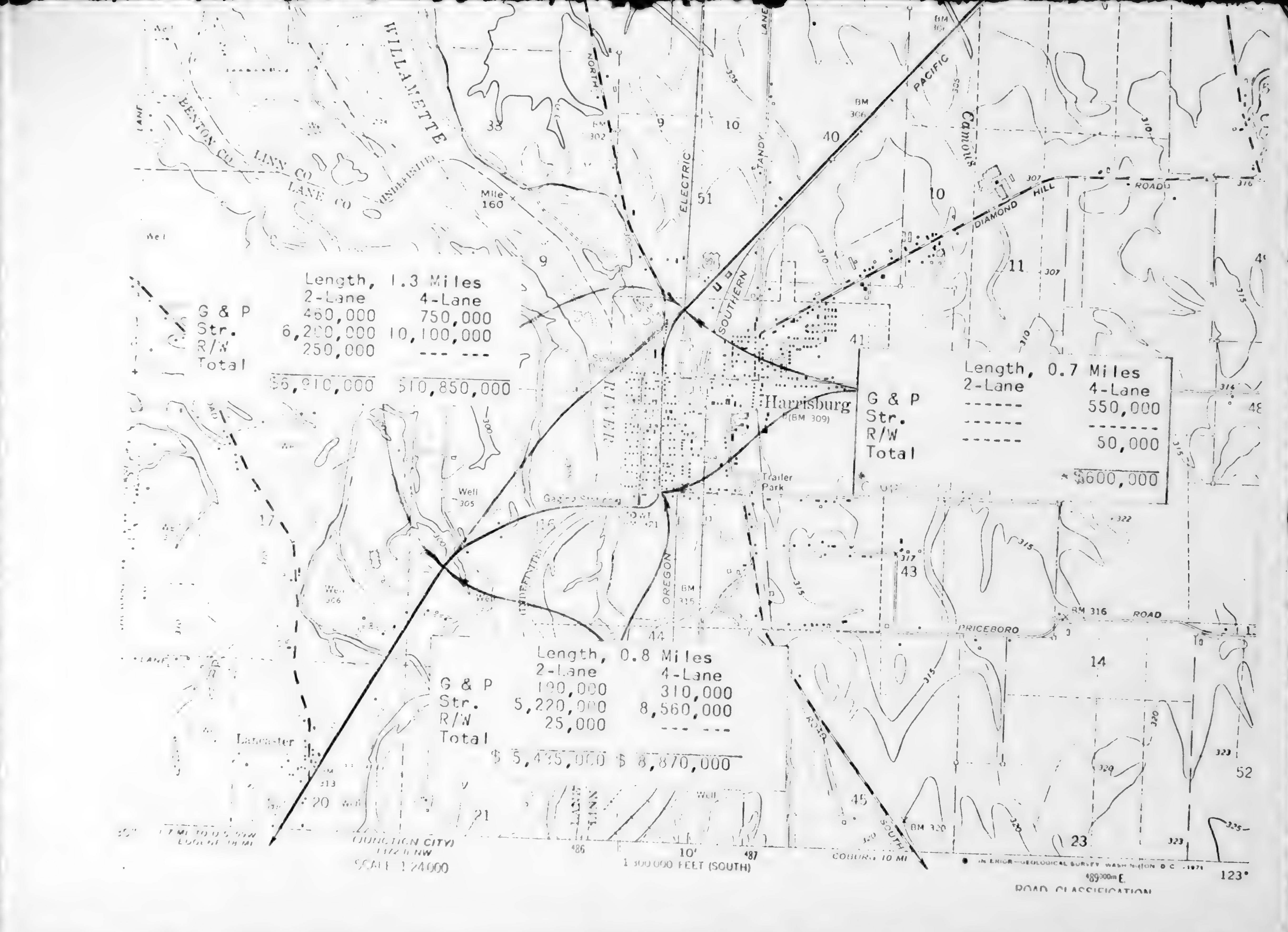
TABULATION SHEET
SHEET .... OF .... SHEETS

Bridge Crew

1 FOREMAN	$40/day	$40
1 Asst FOREMAN	$38/day	$38
2 HMM 4	$34/day	$68
2 HMM 3	$32/day	$64
2 HMM 2	$31/day	$62

$272 × 1.27 = $345.44

$80,000 ÷ 345.44 = 231.58 days



Length, 1.3 Miles

	2-Lane	4-Lane
G & P	460,000	750,000
Str.	6,200,000	10,100,000
R/W	250,000	--- ---
Total	$6,910,000	$10,850,000

Length, 0.7 Miles

	2-Lane	4-Lane
G & P	------	550,000
Str.	------	-------
R/W	------	50,000
Total		$600,000

Length, 0.8 Miles

	2-Lane	4-Lane
G & P	190,000	310,000
Str.	5,220,000	8,560,000
R/W	25,000	--- ---
Total	$ 5,435,000	$ 8,870,000

MAINTENANCE ENGINEER
RECEIVED
JUL 11 1972
AG
ES AA FILE TA

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1972

SUBJECT: Albany-Junction City Highway,
No. 58
Bridges

To:

MEMO TO FILE

Reviewed the Harrisburg Bridge, No. 583, the Slough Bridge, No. 3939, the Slough Bridge, No. 3940, and the Slough Bridge, No. 3941, located on the subject highway with representatives of the region and the bridge section.

The approach to the Harrisburg Bridge, No. 583, has deteriorated to the point where immediate repairs are required on the sidewalk and on the deck. The deterioration of the deck is to the point that there are numerous locations which need immediate repair, and numerous locations where repairs can be anticipated in the very near future. The percentage of rot in the deck is to the point that overall replacement is well justified. The stringers and piling have also deteriorated to the point that replacement should be considered on this entire structure as the most economical method of maintaining the structure in an acceptable condition. The trusses do have an inadequate deck and floor system to carry operating loads, and perhaps should be considered for replacement although no apparent damage other than cracking of the concrete deck indicated stress is evident.

My recommendation is that we immediately proceed with another plea for replacement of this structure in accordance with the 1970 stage construction plan in the existing location. Mr. Boyd will proceed on this basis and draft such a request.

Slough Bridge 3939 consists of badly deteriorated deck stringers, caps and sills, as well as posts, to the point that replacement is necessary at this time. This particular structure has been patched, the posts have been cut and spliced adjacent to the caps and sills in an attempt to extend the life. Also, jumped stringers are numerous throughout the structure. The deck is rotting to the point that there are numerous failures and the most economical means of maintenance would be replacement.

Slough Bridge 3940 shows evidence of deterioration: however, appears within the area of maintenance.

Slough Bridge 3941 is also within the realm of maintenance and in fact this particular structure has been maintained with treated timber to the point that the only deterioration at the present time which is in need of maintenance is the deck and that is actually satisfactory.

The last two slough bridges appear to be reasonably intact insofar as carrying loads as observed underneath the structures.

The Harrisburg approach span and Slough Bridge 3939 appear to be deteriorated to the point that the integrity of the bridge is questionable.

The next step is for Mr. Boyd to draft a letter which would enumerate the history in a very short paragraph of the structures, enumerate the present results from the wood borings that being the percentage of actual deterioration in the decking, the stringers, in the caps, in the posts, and in the sills for the structures, then recommend replacement of at least the first two structures with the idea of maintaining the latter two structures.

Robert Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: J. B. Boyd

bc Shaw

RECEIVED
JUL 11 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 REV 10-69

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1972

To: Memo to the Files

SUBJECT: Harrisburg Bridge Complaint
Albany-Junction City Hwy

Mr. C. C. Peck, who works in a building supply company in Harrisburg, phoned this AM complaining bitterly of the condition of the Harrisburg Bridge. He contends the roughness of this structure and the heavy use by farm and industrial traffic is a hazard and something should be done to replace it immediately. I explained our priorities and that we had gotten a badly needed structure at Sanderson Bridge and that this was my next priority in so far as bridge replacement was concerned. He requested an inspection of the structure and I assured him that I was to do this next week and that we would maintain it in a serviceable condition. One of his complaints was that the sidewalk was deteriorating at a rapid rate and was dangerous. I said that I would look at this particularly next week.

J. B. Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB:lmt

cc: L. P. Shaw
R. N. Bothman
Howard Johnson

[illegible]

SP*92475-724

February 17, 1972
Salem, Oregon

Mr. Victor D. Wolfe
Location Engineer

BUILDING

It is possible that replacement of the Harrisburg Bridge may be obtained under the critical bridge replacement program.

This note is to be sure I did not forget to discuss with you the need for a hydraulic study to determine how much trestle is necessary on the westerly approach and to investigate the possibility of easing the curve at the easterly end of the structure.

Please assemble what data you have on the above two alternates, discuss with the FHWA the possibility of their going along with replacement of this bridge and discuss the matter with me sometime during the week of February 22.

E. S. Hunter
Assistant State Highway Engineer

ESH:lf

cc: [illegible]. E. Johnson

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1971

To: **SUBJECT:**

A. E. Johnson
Assistant State Highway Engineer

OFFICE

I have Mr. Bothman's December 10 letter recommending a load limit posting on five critical bridges. Maintenance and Bridge shall re-assess this recommendation based on two factors.

(1) No load limit shall be placed because of inadequacies of wooden trestle approach systems. Maintenance shall immediately take steps to remove any deficiencies in weak trestles.

(2) Load limits shall not be placed because of wooden floor systems on trusses; again, such deficient facilities shall be repaired.

I want a re-analysis of the truss based on standard engineering precepts rather than on the criteria established under the federal bridge inspection program. This matter has expediency and I wish it discussed with me as quickly as the calculations can be made.

Tom

Tom Edwards
Deputy State Highway Engineer

TE:ms
cc Lloyd P. Shaw
E. S. Hunter
R. N. Bothman

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1971

To:
E. S. Hunter
Asst. State Highway Engineer
Building

SUBJECT: Recommended Load Posting
Five Critical Bridges

Five bridges were submitted to the Federal Highway Administration for consideration to be replaced with Federal funds as critical bridges. Although we hastily prepared original inspections which did not prove correct, we have now completed inspections on the five bridges which were submitted and have design ratings from the Bridge Section.

Attached is a chart summarizing the present status of the five bridges submitted to the FHWA, and recommendations for posting of reduced load limits on these five bridges.

For additional added information, attached are the bridge inventories, bridge inspection reports, and design section calculations for each of the five structures.

The H-Truck Loadings indicated on the attachment are for our bridge inventory purposes only, and they are based upon a design check taking into consideration the present condition revealed by the inspection report for each structure. They are AASHO H-Truck designations. The design rating is based on 55% of the yield stress. The operating rating is based on 75% of the yield stress.

The gross vehicle loadings were determined by analyzing the steel truss units of these bridges. The AASHO gross loading is based on 55% yield stress and the AASHO special procedure gross loading is based on 75% of the yield stress. The special procedures can be utilized under the AASHO Manual when we do provide for continuous inspection and review of the structures.

For your consideration, the following load limits are proposed:

(1) Adrian Bridge

Reduce the load limit to 28T gross load. This will require minimal repair to the damaged truss members and deck system. It would be necessary to require the Highway Commission to reduce the load limit from 30T gross load to 28T gross load. This structure has been approved by the Federal Highway Administration for 1972-73. Practical alternate routes exist north at Nyssa and south at Homedale.

(2) Sanderson Bridge 36T [illegible] Tension [illegible]

Reduce the load limit to 21T gross load. Priority repairs will be required to equalize the stress on tension members. Repairs are required to the deck in order to provide for the 21T gross load. Temporary shoring could be done to the 131 ft. truss to accommodate 24T gross loads; however, the 353 ft. truss is limited to 21T gross load. The critical members of the 353 ft. truss are the upper and lower cords in two different locations throughout the truss. Considering the age and condition of the structure, strengthening is not feasible for this truss. [illegible] in Emerg. List

An alternate route is available through Lebanon. The FHWA supports our request for relocation of this bridge under the critical bridge replacement program.

(3) Coquille River Bridge

Reduce the load limit to 36T gross loads. Priority repair items will be required as soon as possible to make the load limiting factor the swing truss. The swing truss is limited to the 36T gross load. The critical members are the stringers and the floor beams. This computation is based on one-way traffic. ✓

An alternate route is available via Davis Slough utilizing Bullards Bridge.

(4) Harrisburg Bridge

Reduce the load limit to 30T gross load. This structure is by far the most critical of the bridges reviewed. There are 60 spans of timber approach trestle. Most of the trestle spans should be thoroughly reconditioned to bring the structure up to the recommended load capacity of 30T. Maintenance is required daily to maintain the deck. The repairs have been temporary for the past two years. Annual maintenance cost for the last two years has been $11,000 per year.

The truss is limited by the deck system which could be beefed up only by removing the present concrete deck and replacing stringers and adding section to floor beams. This would involve partial closure or at least long periods of one-way traffic.

The bridge does not have suitable alternate routes and a serious invonvenience in the economic impact would result from this recommendation.

The estimate for repairs to the trestle section would range from $200,000-$500,000. A practical repair to restore the load carrying capacity and rideability would also involve partial closures on the trestle section. ✓

Since the repair and improvement of the structure to accommodate present loads is beyond the scope of maintenance capabilities, I recommend that early replacement be made.

(5) Robertson Bridge

Reduce the load limit to 28T gross load. Minimal repairs can bring the truss rating of this structure to 28T gross load.

Alternate routes are available and presently in use.

Your consideration of the recommended reduced load limits is requested.

Robert N Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachment

CRITICAL BRIDGE SUMMARY

						AASHO H-Truck Loading		AASHO Gross Vehicle Load	
Priority No.	Br. No.	Bridge Name	Hwy.	Inspec. Control Rating	Exist. Gross Load Posted	Design Rating	Operating Rating	Gross Loading	AASHO Spec. Procedure Gross Loading
1	4412	Adrian	452	6, super structure	30T	9T	14T	21T	28T
2	1771	Sanderson	211	6, deck stringers	36T.	10T	14T	17T	21T
3	598	Coquille Riv.	244	7, super structure	None.	9T	12T	26T	36T
4	583	Harrisburg	58	5, deck	None.	8T	11T	22T	30T
5	1592	Robertson	260	7, deck	30T	8T	16T	20T	28T

RNB:mp
12/10/71

Oregon State Highway Division
BRIDGE DESIGN UNIT

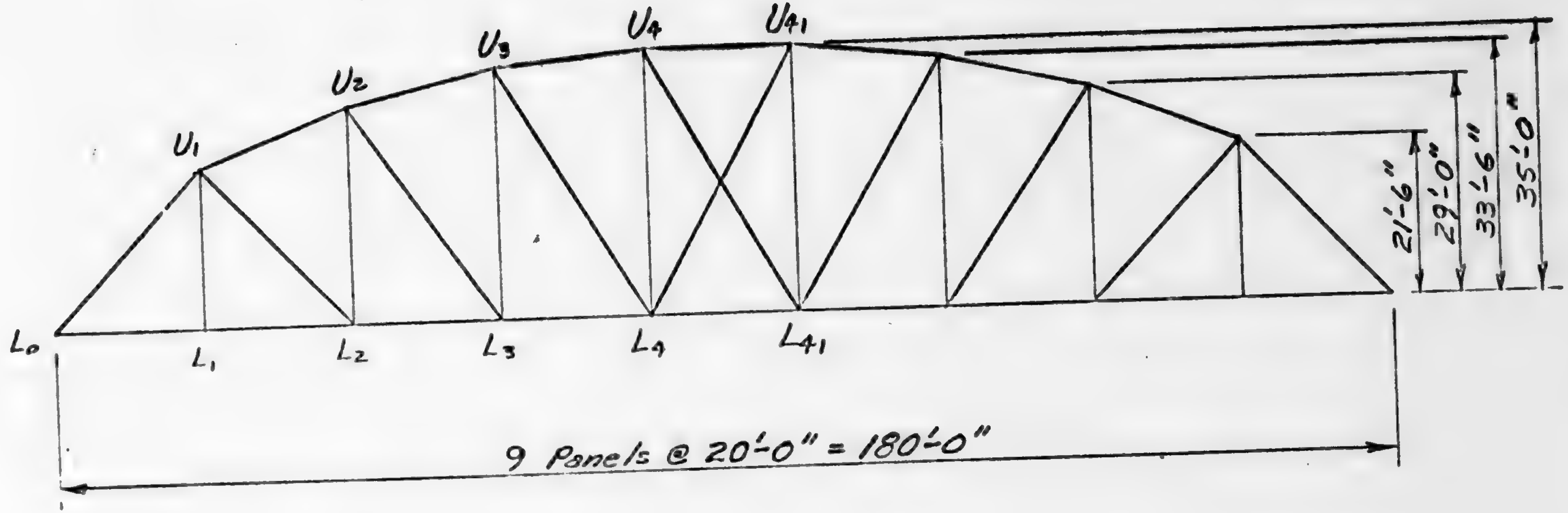
Sheet 1

Willamette River (Harrisburg) Br.

JGB

11-22-71

583



Recommended Load Posting - 22 tons gross

30 TONS Deck System @ 0.75

OR 11 >
1R 8

19-20

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet 2

Bridge Willamette River (Harrisburg) Br.
County
Calculated by JGB
Date 11-22-71
Bridge No. 583

0.75fy = 22 ksi

Member	Area	f(allow)	P(allow)	D.L. P	P Avail. L.L.		HS20-44 2-Trucks	Gross Load @.55 fy	Stress HS20-44 2-Trucks	
	in²	Ksi	K	K	K		K			
L_0L_1	18.40	16.0	294	-191	103		-80	–		
L_1L_2	18.40	16.0	294	-191	103		-80	–		
L_2L_3	21.58	16.0	344	-247	97		-101	–		
L_3L_4	24.17	16.0	386	-276	110		-112	–		
$L_4L_{4'}$	24.17	16.0	386	-294	92		-112	–		
L_0U_1	32.40	11.8	382	280	102		116	–		
U_1U_2	27.68	13.0	360	265	95		109	–		
U_2U_3	29.46	13.15	387	284	103		114.5	–		
U_3U_4	29.46	13.15	387	295	92		117	56 Ton 28 T Truck	14.0 ksi	
$U_4U_{4'}$	29.46	13.15	387	294	93		117	57 Ton 28.5 T Truck		
U_1L_2	8.52	16.0	136	-83	53		-49	–		
U_2L_3	5.80	16.0	92.5	-51	41.5		-46	65 Ton 32.5 T Truck	16.7 ksi	
U_3L_4	4.46	16.0	71.5	-34	37.5		-49	55 Ton 27.5 T Truck	18.6 ksi	
$U_4L_{4'}$	2.90	16.0	46.5	0	46.5		-44	–		
U_1L_1	6.64	16.0	106	-51	55		-62.5	64 Ton 32 T Truck	17.1 ksi	
U_2L_2	8.04	13.2	106	10	96		-31	–		
U_3L_3	5.72	16.0	91.5	-10	81.5		-52	–		
U_4L_4	5.72	16.0	91.5	-21	70.5		-8	–		
Stringers	15 I 42.9	13.0 Ksi S = 58.9	78.5 ft-K	25 ft-K	53.5 ft-K		86.5 ft-K	22 T Truck	22.8 ksi	
Floor Bms.		S = 394	525 ft-K	178 ft-K	347 ft-K		430 ft-K	29 T Truck	18.5 ksi	

— Tension
+ Comp.

M E-864 (3-71)

NOTE!!
WOOD TRESTLE PORTION ONLY
& TRTO PT.

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE ST. THRU. TRUSS NAME WILLAMETTE RIVER HWY. NO. 58 MILE POST 29.09
CROSSING (OVER, UNDER) WATERWAY COUNTY LINN FAP NO. ______ BRIDGE NO. 05813
DISTRICT 4 YEAR BUILT 1925 PHOTOS 3 DATE ______ INSPECTOR Raca & Bedell

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	
Backwall	8
Footing	
Piles	
Erosion	
Settlement	
2. Piers or Bents - Caps WOOD	8
Column	
Footing	
Piles	
Scour	
Settlement	
3. Pile Bents	8
4. Concrete Cracking or Spalling	
5. Steel Corrosion	
6. Timber Decay, etc.	
7. Debris on Seats	
8. Paint	
9. Collision Damage	
INSPECTOR'S CONDITION RATING (60)	8
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	
2. Embankment Erosion	
3. Drift	
4. Vegetation	
5. Channel Change	
6. Fender System	
7. Spur Dikes & Jetties	
8. Riprap	
9. Adequacy of Opening	
INSPECTOR'S CONDITION RATING (61)	

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	
2. Stringers, WOOD	7
3. Girder or Beams	
4. Floor Beams	
5. Trusses - General	
Portals	
Bracing	
6. Paint	
7. Machinery (Movable Spans)	
8. Rivets or Bolts	
9. Welds - Cracks	
10. Rust	
11. Timber Decay	7P
12. Concrete Cracking	
13. Collision Damage	
14. Deflection under Load	7
15. Alignment of Members	8
16. Vibrations under Load	7
INSPECTOR'S CONDITION RATING (59)	7
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	

DECK (58)	Condition Rating
1. Wearing Surface 5	7R5
2. Deck - Structural Condition 5	7R5
3. Curbs 5	7 5
4. Median	
5. Sidewalks	7
6. Parapet	
7. Railing 5	X6
8. Paint 5	7R6
9. Drains	6
10. Lighting Standards	
11. Utilities	
12. Joint Leakage	
13. Expansion Joints or Devices	
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	7P5 4
APPROACH ALIGNMENT (65)	
1. Alignment	8
2. Approach Slab	7
3. Relief Joints	
4. Approach - Guardrail	
Pavement	7
Embankment	8
INSPECTOR'S CONDITION RATING (65)	8
RATED LOADING (66)	
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

SPANS 1, 11, 14, 15, 17, 46, TRANSVERSE PLANKING SHOWS CRACKS
& ROTTING VERIFIED BY CRACKED SURFACING
SPANS 1, 2, 3, 4, 21, 27 THRU 43, 56 & 57 CRACKED PAVEMENT
INDICATES ROTTING IN ~~[illegible]~~ LONGITUDINAL DECKING
OR ~~[illegible]~~ MOVEMENT.
BENTS 9 & 33 CRACKED PILING 5" TO 8" DEEP

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

REGION 2 ENGINEER
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OCT 12 1971
RE RCE RME RTE RDE
ULE

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed, pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

(OVER)

Pres
Steel Portion only

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE st thru truss & ttd P' NAME Willamette River HWY. NO. 58 MILE POST 29.07
CROSSING (OVER, ~~UNDER~~) Waterway COUNTY Linn FAP NO. ______ BRIDGE NO. 0583
DISTRICT 4 YEAR BUILT 1925 PHOTOS 3 DATE 5-1-71 INSPECTOR Gresack-Carter

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	/
Backwall	6
Footing	/
Piles	/
Erosion	8
Settlement	7 P
2. Piers or Bents - Caps	7
Column	8
Footing	/
Piles	/
Scour	8
Settlement	8
3. Pile Bents	/
4. Concrete Cracking or Spalling	7
5. Steel Corrosion	/
6. Timber Decay, etc.	/
7. Debris on Seats	6
8. Paint	/
9. Collision Damage	8
INSPECTOR'S CONDITION RATING (60)	7
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	7
4. Vegetation	8
5. Channel Change	8
6. Fender System	/
7. Spur Dikes & Jetties	/
8. Riprap	8
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	[illegible]

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	6
2. Stringers	/
3. Girder or Beams	8
4. Floor Beams	8
5. Trusses - General	8
Portals	8
Bracing	8
6. Paint	8
7. Machinery (Movable Spans)	/
8. Rivets or Bolts	8
9. Welds - Cracks	8
10. Rust	8
11. Timber Decay	/
12. Concrete Cracking	7
13. Collision Damage	8
14. Deflection under Load	8
15. Alignment of Members	8
16. Vibrations under Load	8
INSPECTOR'S CONDITION RATING (59)	7 P
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	/
Concrete	/
Steel	/
Timber	/
2. Headwall	/
3. Cutoff Wall	/
4. Adequacy	/
5. Debris	/
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface	7
2. Deck - Structural Condition	8
3. Curbs	7
4. Median	/
5. Sidewalks	8
6. Parapet	/
7. Railing	7
8. Paint	7
9. Drains	8
10. Lighting Standards	/
11. Utilities	8
12. Joint Leakage	6
13. Expansion Joints or Devices	7
14. Record Elevations:	/
Gutterline @ ℄ Bearings	/
@ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	/
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	7
RATED LOADING (66)	
1. Posted Loading	/
2. Legibility	/
3. Visibility	/
INSPECTOR'S CONDITION RATING (66)	/

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

Incomplete report – Timber ~~truss~~ has not been inspected

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List [illegible] channel change, [illegible] repairs to [illegible] and pruning, and all other maintenance and repair [illegible]

Sheet 1

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 005830 6

Card No. 1 7

IDENTIFICATION

848 10

1. State 04
2. Highway District 020
3. County 0000 19
4. City/Town 1 22
5. Inventory Route

First Digit:	1 Principal Route	2 Other	2
Second Digit:	1 Interstate 2 US Route	3 State Hwy. 4 County or Sec.	5 City St. 8 Other	1
Third Digit:	0 N.A. 1 Main Line 2 Alternate 3 By-Pass	4 Spur 5 Toll Roads 6 Business 7 Ramp or Wye	8 Service Road 9 Truck Route
Next 5 Digits:	Route No.		00099 27
Last Digit:	0 N.A. 1 North	2 East 3 South	4 West 2 28

6. Feature Intersected Willamette River Crossing
7. Facility Carried by Structure Hwy 58
9. Location (Narrative Description) S. C. L. Harrisburg
10. Highway Number 058
11. Milepost - F.A.S. or State Log 029090 37
12. Road Section No. (D.O.D. Bridge Log) 0012
13. Defense Bridge Letter (D.O.D. Bridge Log) F6
14. Defense Milepoint [illegible]0997 48
15. Defense Section Length 0337
16. Latitude (Damage Assessment - Pre-attack Input) 44160
17. Longitude (Damage Assessment - Pre-attack Input) 123105 62
18. Physical Vulnerability 4

1 Timber Trestle	5 Suspension	8 Box Culvert
2 Concrete Girder	6 R.C. Arch	9 Tunnels
3 Steel Girder	7 Dam Bridge	0 No Structure
4 Cant. & Truss		

19. By-Pass Detour Length 38 65
20. Toll 3
    1 Toll Bridge 2 On Toll Road 3 On Free Road 1
21. Custodian

1 State Hwy.	4 City, Local	7 Other Private
2 Other State Agency	5 Federal	8 Combination
3 County	6 Railroad	9 Unknown

1 67

22. Owner (Code as in Item 21 & List) Oreg. Highway Div.
23. Federal Aid Project Number FAP 3

CLASSIFICATION

03 70

24. Federal Aid System

01 Int., rural, open to traffic	05 FA Sec. rural, State juris.	09 Other State Hwys., rural (non-FA)
02 Int., urban, open to traffic	06 FA Sec. urban, State juris.	10 Other State Hwys., urban (non-FA)
03 Other FA primary, rural	07 FA Sec. rural, local juris.	11 Local rural roads
04 Other FA primary, urban	08 FA Sec. urban, local juris.	12 Local city streets

1

25. Administrative Jurisdiction

1 State	3 Toll	5 New
2 Federal	4 Other, Incl. County & Local	

02 73

26. Functional Classification

URBAN CODE				FUNCTIONAL SYSTEM	RURAL CODE
Population	10-25	25-50	50+		
11	21	31	41	Interstate	01
-	-	-	-	Other Fwy. & Expressway	-
12	22	32	42	Other Principal Arterial	02
13	23	33	43	Minor Arterial	03
-	-	-	-	Collector	-
14	24	34	44	Major	04
15	25	35	45	Minor	05

Sheet 2

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 005830

Card No. 2 7

STRUCTURAL DATA

27. Year Built: (Code First 2 Digits Year Built - Last 2 Digits Year Major Reconstruction) 2500

28. Lanes on Structure: (First 2 Digits Lanes on Str., Last 2 Digits Lanes Crossed) (Right Justified) 0200 15

29. Average Daily Traffic (Code Blanks on Left w 0's) 004000 21

30. Year of ADT. 1970

31. Design Load 4

1 H-10
2 H-15
3 HS-15
4 H-20
5 HS-20
6 HS-20+Mod
7 Pedestrian
8 Railroad E-
9 Other

32. Approach Roadway Width, Sum of 2 Shldrs+Rdwy. 030 24

Example:

Lt. Shldr.	Roadway	Rt. Shldr.	Code
4.0'	16'	6.0'	026
6.0'	36'	12.0'	054

33. Bridge Median: First 3 Digits Median Width in Ft. 0000
4th Digit Code: 0 None 1 Open Median 2 Closed

34. Skew: Per AASHO Manual - Record to Nearest Degree (Code 99 for Major Variation) 00 30

35. Structure Flared 1 Yes 0 No 0

36.

37.

38. Navigation Control 1 Yes 0 No 1 32

39. Navigation Vertical Clearance (Code Nearest Foot) 008

40. Navigation Horizontal Clearance (Code Nearest Foot) 0172 39

41.

42. Type Service: 15

1st Digit Service ON Bridge
1 Highway
2 Railroad
3 Pedestrain
5 Second Level
6 Third Level
9 Other - Sign Br.

2nd Digit UNDER Bridge
1 Highway
2 Railroad
3 Pedestrian
4 Hwy.-RR
5 Waterway
6 Hwy.-Water
7 RR-Water
8 Hwy.-RR-Water
9 Other

43. Identify Type of Structure: (Use 3 Digit Code) 310 44

First Digit
1 Concrete
2 Concrete Con't.
3 Steel
4 Steel Con't.
5 Prestress (P/C)
6 P/C Continuous
7 Timber
8 Masonry
9 W.I.-C.L.-Alum.
0 Other

Second and Third Digits
01 Slab
02 Stringer-Mult. Bm.
03 Girder & Floorbm.
04 Tee Beam
05 Box Girder-Mult. Cell
06 Box Gdr-Sgl., Sprd
07 Frame
08 Orthotropic
09 Truss - Deck
10 Truss - Thru
11 Arch-Deck
12 Arch-Thru
13 Suspension
14 Stayed Gdr.
15 Movable-Lift
16 Movable-Bascule
17 Movable-Swing
18 Tunnel
19 Culvert
00 Other

List any structure not described by listings above, under code 0 "Other" and describe in remarks.

44. Same as Above for Approach Spans (Use Only on Major Bridges, or w/Material Change) 702 47

45. Number of Spans in Main Unit 03

46. Number of Approach Spans 0067 53

47.

48. Length of Maximum Span (Code 4 Digit Number to Nearest Foot) (Right Justify) 0180 57

49. Structure Length (Code 6 Digit Number to Nearest Foot) (Right Justify) 002205

50. Sidewalk Width: (Code to Tenth of Foot) 000065 69

Example

Left Side	Right Side	Code
None	8.3	000083
12.1	11.5	121115

51. Roadway Width: (Code Curb to Curb Nearest Tenth of Foot) 0235

52. Deck Width. (Code Out to Out Nearest Tenth of Foot) 0246 77

Card No. 3 7

53. Minimum Vertical Clearance OVER Roadway (Code Nearest Foot and Inch)(Code 999 if No Limit) 0149 12

54. Underclearance Minimum Vertical Clearance (See Item 53) 999 14

55. Underclearance Minimum Lateral Clearance on Right (Code 999 if not RR or Hwy.) 999

56. Underclearance Minimum Lateral Clearance on Left (For Divided Hwy. Only)(Code 999 if NA) 999 20

57. Wearing Surface 2 21

1 Concrete
2 Asphalt
3 Block
4 Open Grate
5 Wood Planking
6 Asphalt with Membrane

BRIDGE INVENTORY

Sheet 3

CONDITION

ALL CARD I.D.

8. Bridge No. 005830

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

- *0* Bridge conditions beyond repair, danger of immediate collapse
- *1* Bridge repairable, if desirable to reopen to traffic
- *2* Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic
- *3* Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks
- *4* Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open
- *5* Major repairs, contract needs to be let
- *6* Major items in need of repair by maint. forces
- *7* Minor items in need of repair by maint. forces
- *8* Good Condition, No repair necessary
- *9* New Condition

58. Deck 5 22
59. Superstructure 7
60. Substructure 7
61. Channel and Channel Protection 8
62. Culverts and Retaining Walls 26
63. Estimated Remaining Life 01
64. Operating Rating - Section 4.1 of AASHO Manual 111 29

First Digit

1 H. Truck	*4* Type 3	*7* Cooper E
2 HS Truck	*5* 3S Semi-T	*8* Ped or Special
3 Alt. Intstate	*6* 3.3 Trailer	*9* Gross Load

65. Approach Roadway Alignment 7
66. Rated Loading (Code as in 64) 108 33

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

- *0* Immediate replacement to put back in service
- *1* Immediate repairs to put back in service
- *2* Basically intolerable condition requiring high priority replacement
- *3* Basically intolerable condition requiring high priority repairs
- *4* Conditions meeting minimum tolerable limits to be left in place
- *5* Conditions better than minimum tolerable
- *6* Condition equal to present minimum criteria
- *7* Condition better than present minimum criteria
- *8* Conditions equal to present desirable criteria
- *9* Conditions superior to present desirable criteria

67. Structural Condition (List Deficiencies) TIMBER BRIDGE APPROACH BEYOND PRACTICAL REPAIR, INADEQUATE ROADWAY WIDTH 2
68. Deck Geometry 4
69. Underclearances 6 36
70. Safe Load Capacity (List Deficiencies) TRESTLE HAS SECTION LOSS IN STRINGERS & DECK 2
71. Waterway Adequacy (List Deficiencies) 6
72. Approach Alignment Adequacy 4 39

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed 7200 43
74. Type of Service (Code as in Item 42) 1
75. Type of Work (Code as Below) 31 46

30 Widening Exist. Bridge or other major str.	*33* Const. or improvement of minor str.	*36* Strengthening
31 Replacement of bridge or other major str.	*34* Const. of pedestrian bridge	*37* Rehabilitation
32 Const. of new bridge or major str.	*35* Other structure work	

Proposed Work Code *1* Contract *2* Force Account 1

76. Length of Improvement (Code to Nearest Foot) 02254 52
77. Proposed Design Loading Improvement (Code as in Item 31) 5
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway 0044
79. Proposed Number of Lanes (Code 0 if N.A.) 02
80. Design ADT (Code as in Item 29, 0 if N.A.) 07600 59
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) 91
82. Year of Proposed Adjacent Roadway Improvements 72
83. Type of Proposed Adjacent Roadway Improvements 5 69

0 N.A.	*2* Reconstruction	*4* Shoulder
1 Resurface	*3* Widening	*5* Other

Card No. 4 7

84. Cost of Improvements (Code to Nearest Thousands of Dollars) 04700 12

MAINT. MANAGEMENT

85. Year Last Major Maintenance 71
86. Item Repaired Last Major Maintenance (Items 58-62) 58 16
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) 080000
88. Inspection Frequency, First 2 Digits Year Set 714 25

Last Digit: *1* Quarterly *2* Semi-Annual *3* Bi-Annual *4* Special *5* Annual

89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) 428T 6475 29
90. Priority No Replacement 04 31

RECEIVED
OCT 29 1971

FOR FILING

October 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

The Highway Division would like to conduct a license plate Origin-Destination Study in the city of Harrisburg in connection with the possible reconstruction or relocation of the Albany-Junction City Highway Bridge over the Willamette River.

It is requested that you authorize the expenditure of funds for this project under prefix 5104 of project HPR 1(9). It is estimated that the study will cost $1,000 and adequate funds have been budgeted under this prefix.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. B. Crandall

RDT:an srb

3151

RECEIVED

K

June 29, 1971

Mr. C. L. McKinley
Junction City Times
Post Office Box 315
Junction City, Oregon 97448

Dear Mr. McKinley:

In response to your telephone call to our Traffic Section, enclosed is a copy of a Collision Diagram for the Willamette River Bridge at Harrisburg on US99E. The period covered by this diagram is from January 1, 1967, through March 31, 1971. Also enclosed is a copy of the transcript of the recent hearing on the reconstruction of this bridge.

The present average daily traffic on the bridge is 4,000 vehicles. We do not have any data concerning delays on the bridge.

It is hoped that this material is sufficient for your needs. If we can be of further service, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
C. T. Keasey

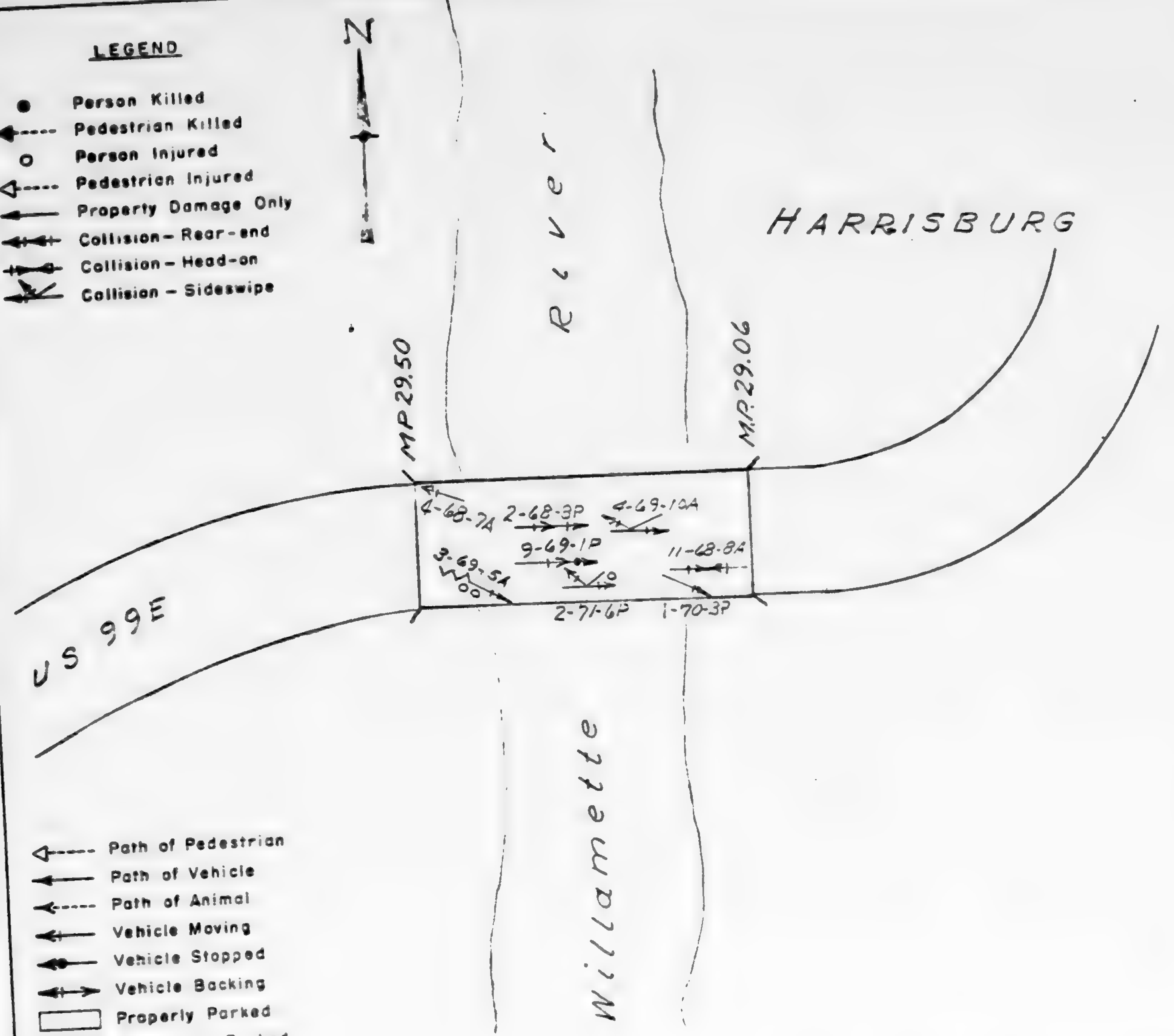
VPJ:pb srb

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Harrisburg & W. of isburg County Linn & Lane
Intersection of Albany-Junction and City Hwy.
Highway Number 58 (US-99E)
Period Covered 1-1-67 to 3-31-71
Compiled by BC Drawn by ____ Date 6-4-71

LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- ← Vehicle Moving
- ← Vehicle Stopped
- ↔ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1967				1968				1969-1970				3 Months 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle							1	1											1	1
Head-on						1		1			1	1						1	1	2
Rear-end											1	1		1		1		1	1	2
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision							1	1		1	1	2						1	2	3
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0		1	2	3		1	3	4		1		1		3	5	8

FORM E-30 (REV. 10-6?).

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1971

To: L. E. George
Operations Engineer

OFFICE

SUBJECT:
Willamette River Bridge
Albany-Junction City Highway
Harrisburg

Yesterday, Mr. C. L. McKinley called in regard to the above subject. He had been referred to this office by the Department of Motor Vehicles.

Mr. McKinley's basic request was for the accident record on the Willamette River Bridge at Harrisburg. He went from this to a request for traffic data and also a request for the transcript of the hearing on the reconstruction of the bridge, along with any remarks which were made by people appearing at the hearing.

He stated that the purpose for his request was a meeting which he is to have with Congressman John Dellenbach, at which time he intends to make a pitch for the bridge and for the Congressman's aid in granting approval from the Federal Highway Administration.

There are attached four copies of a collision diagram showing the accident record on the bridge. The present ADT, quoted in previous correspondence, is 1,000 vehicles. I would presume that the transcript of the hearing would be sent out through Mr. Wolfe's office.

Mr. McKinley's address is:

Junction City Times
Post Office Box 315
Junction City, Oregon 97448

Val Johnson
Traffic Control Engineer

VPJ:pb

[illegible]

Attachments

SP*52475-734

FOR FILING

June 4, 1971

Mr. Don Powell
District Representative for
  Congressman John Dellenback
Post Office Box 1436
Eugene, Oregon 97401

Dear Mr. Powell:

Reference is made to your recent inquiry concerning the Harrisburg Bridge. The structure was completed in 1925. About 1945, the southerly approach, which is a wood trestle, was rebuilt.

The steel trusses were built to the same design and loading capacity used today on the Interstate Freeway System throughout the United States. There is no problem involved with structural strength. The bridge has been well maintained and is carefully inspected twice yearly.

Although the main span has been in service some 45 years, it has not exceeded the expected life. For instance, the Steel Bridge in Portland was constructed in 1904 and one of the Interstate bridges across the Columbia River on Interstate 5 in 1911. They are still in service and also perfectly safe.

The accident picture on this structure is not alarming at all. Between January 1, 1967 and April 1, 1971, there were eight accidents on the structure in which three people were injured.

The Highway Division has given thought to replacing the southerly approach. A public hearing was held. We are not in complete agreement with the Federal Highway Administration at this time as to the partial reconstruction which we proposed. The FHWA is also questioning the reconstruction in the existing location.

We will continue to attempt to resolve this situation.

FBK/TE:mc sr

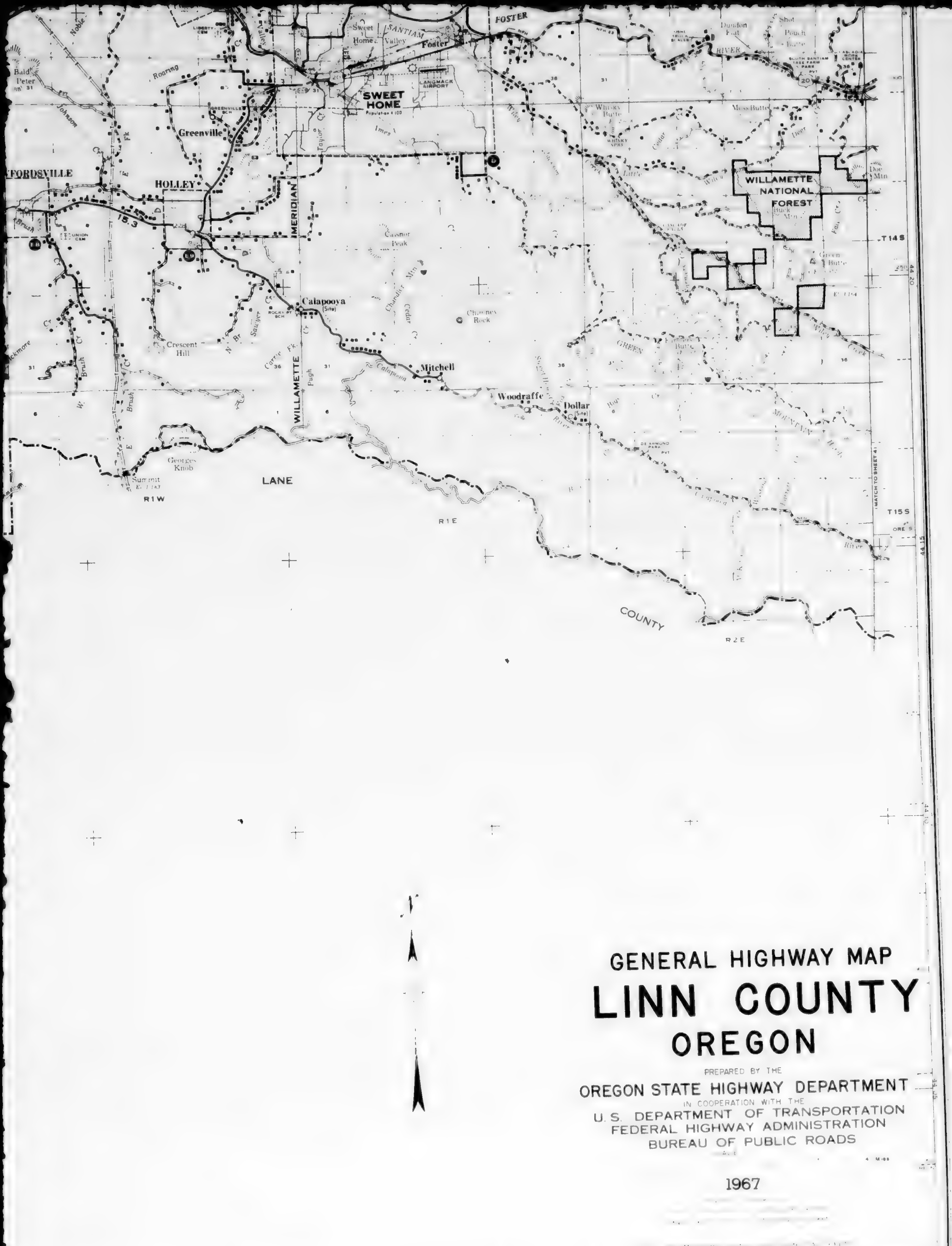
Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
I. D. Merchant
Frank Hall
R. D. Asburry



GENERAL HIGHWAY MAP

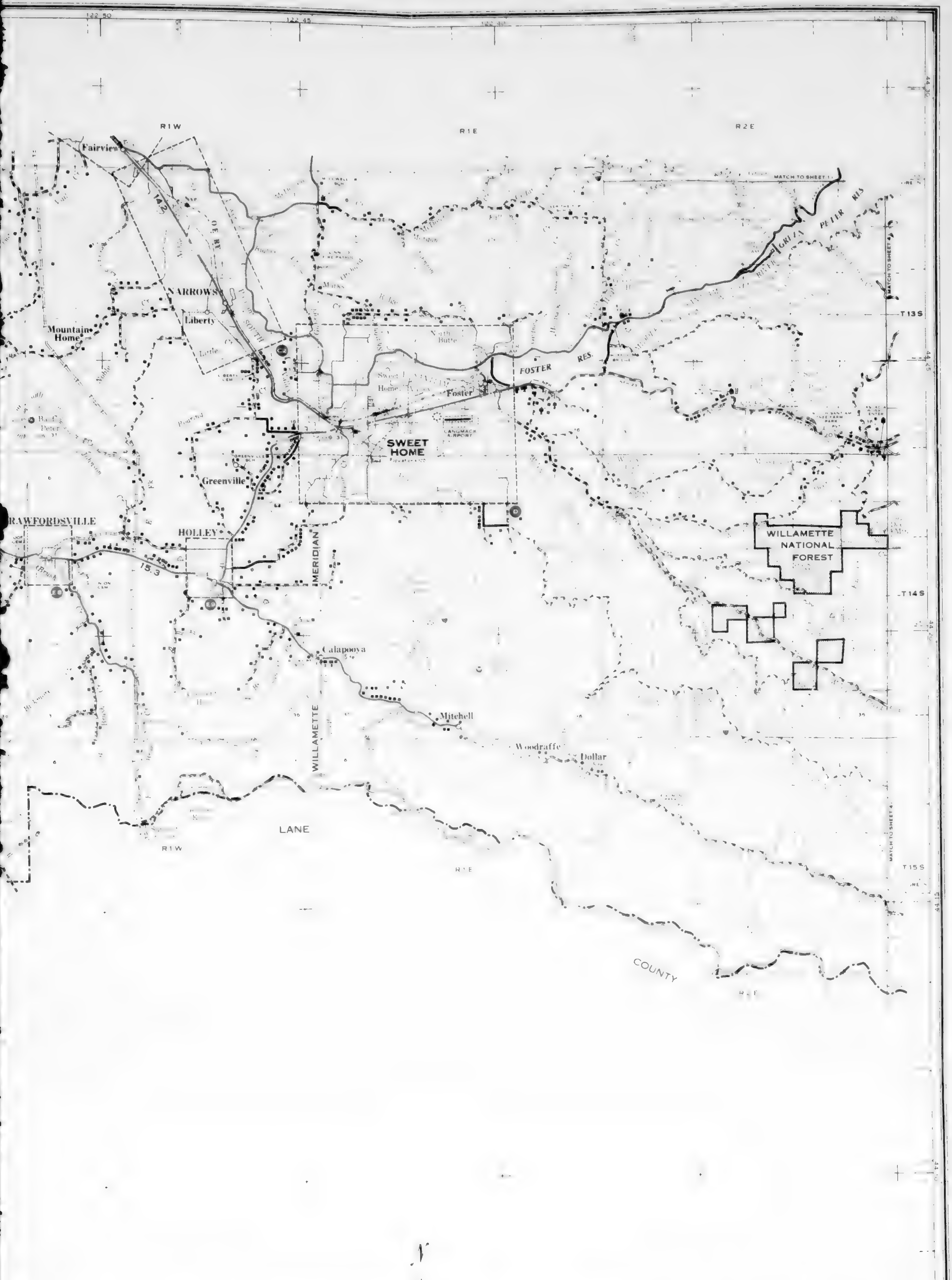
LINN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

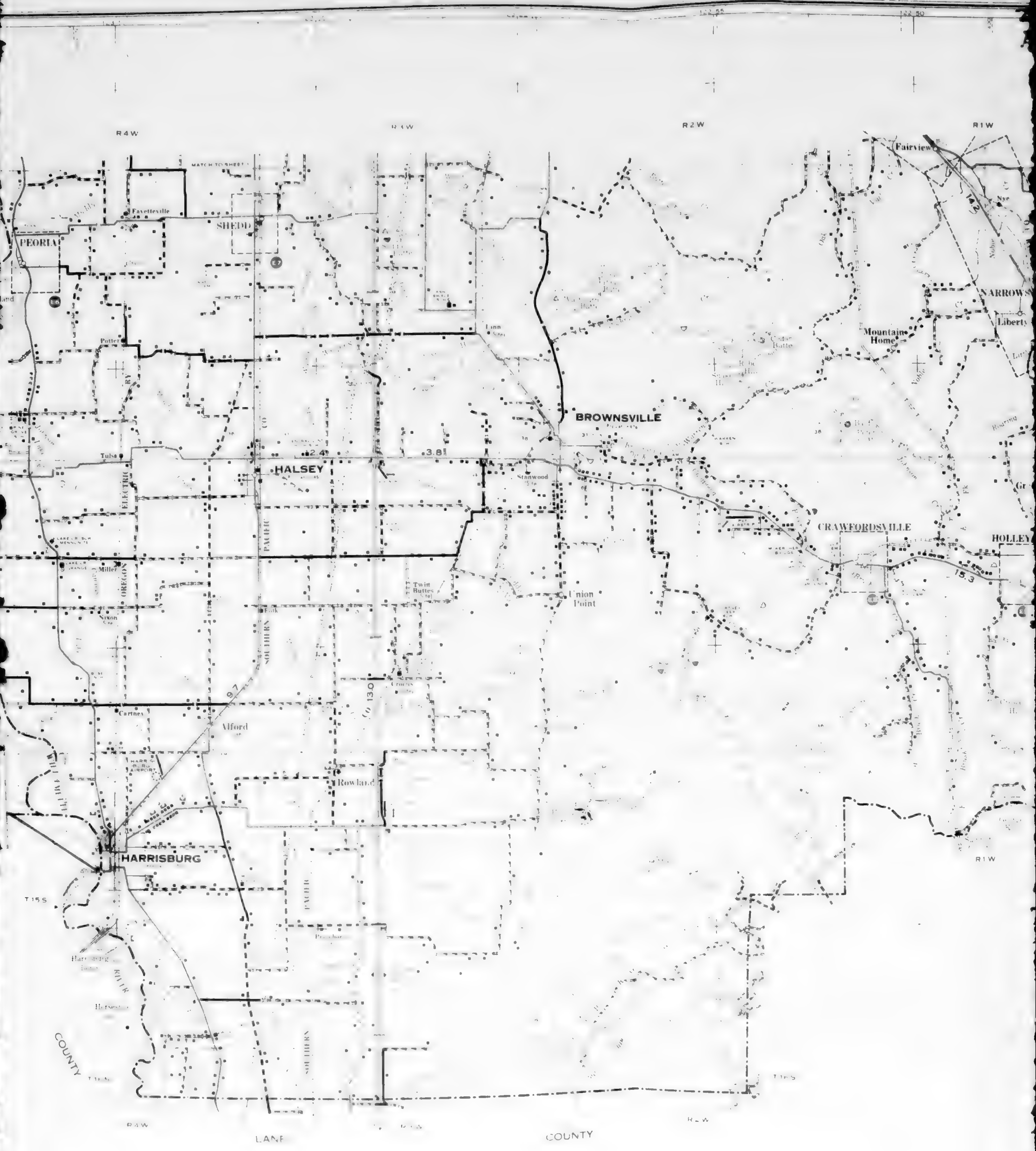
1967

SHEET 3

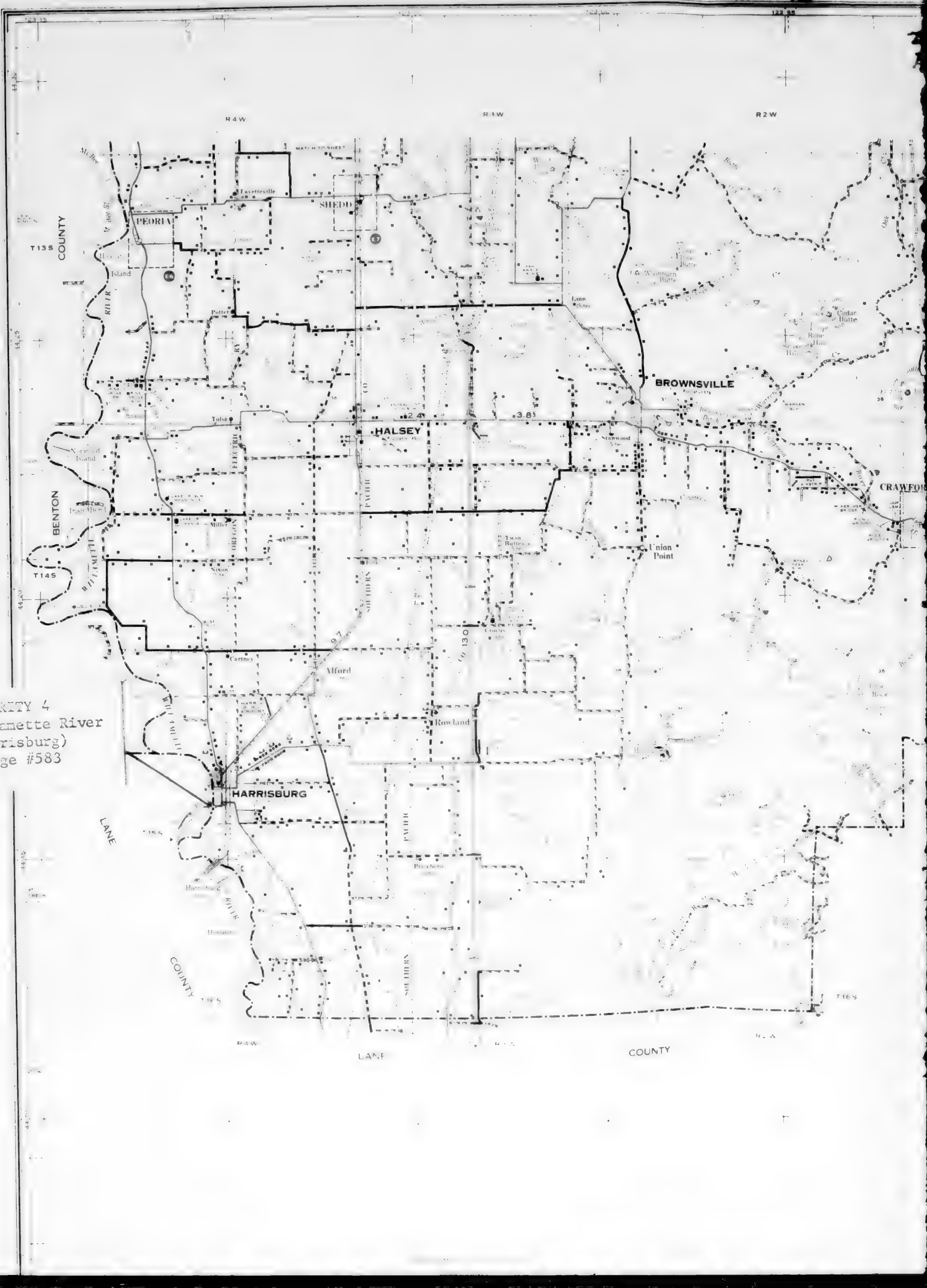
APPROVED APR 1967

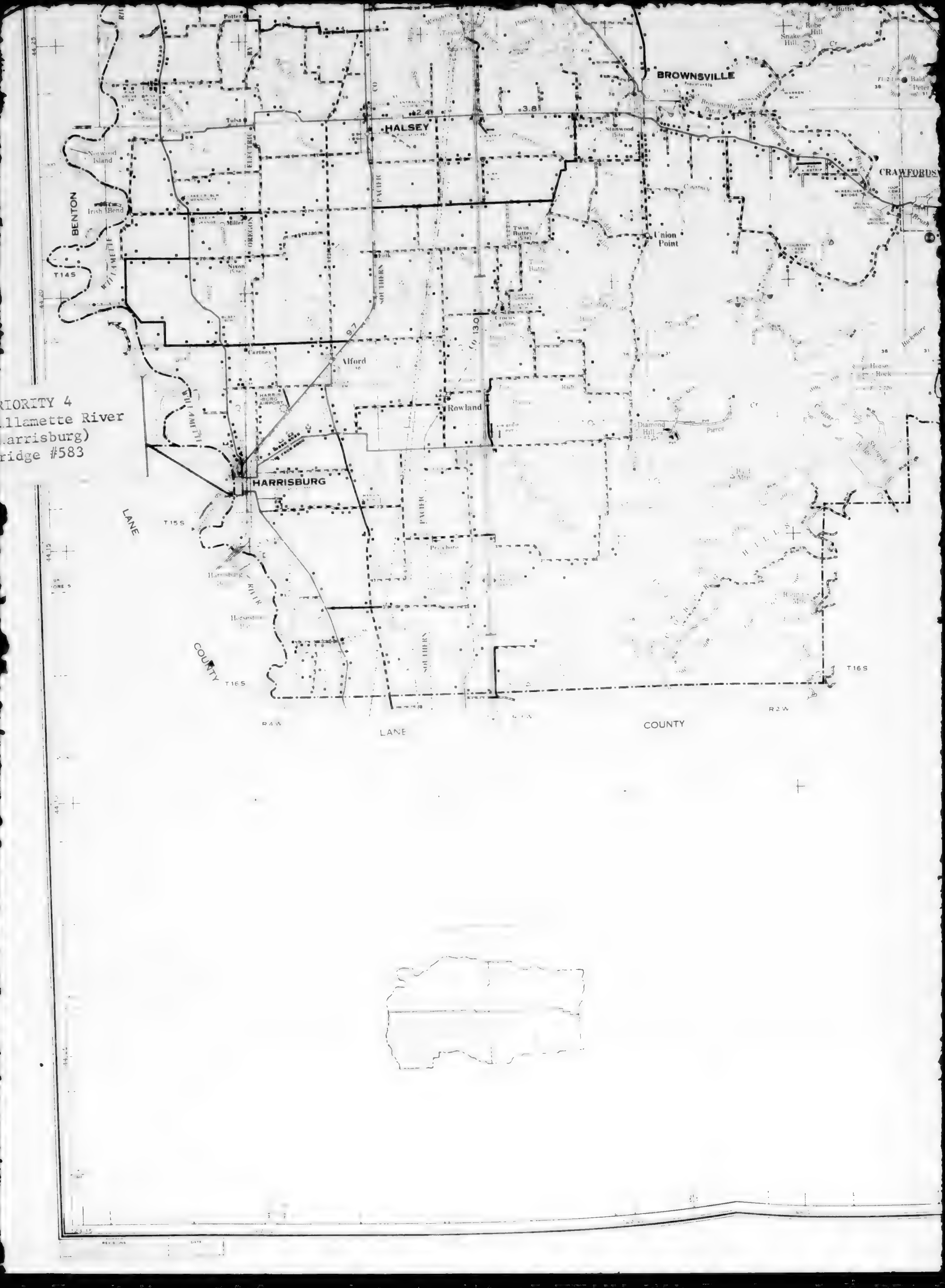


GENERAL HIGHWAY MAP


R4W
R4W
R2W
R1W
MATCH TO SHEET
Fayetteville
PEORIA
SHEDD
Potter
Fairview
NARROWS
Liberty
Mountain Home
BROWNSVILLE
Tulsa
HALSEY
2.4
3.8
Stanwood
CRAWFORDSVILLE
HOLLEY
15.3
ELECTRIC
OREGON
PACIFIC
SOUTHERN
Miller
Twin Buttes
Union Point
9.7
13.0
Carthey
Alford
Rowland
HARRISBURG
T15S
R1W
COUNTY
T16S
R4W
LANE
COUNTY
R2W

PRIORITY 4
Willamette River
(Harrisburg)
Bridge #583





RIORITY 4
llamette River
arrisburg)
ridge #583

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 13, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
~~Attention:~~ Mr. F. B. Klaboe

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-105(-)
Willamette River Bridge at Harrisburg

We understand that you are now studying possible alternate route locations for a new crossing of the Willamette River at Harrisburg. We commend you on this approach and hope that your study will find a new location that will eliminate the flooding problems and road closures that have plagued this section of highway for years.

It might be desirable to consider in a little more depth the effect additional upstream dams have on this section of river. The hydraulics report for the original proposal used the 1964 flood for design purposes. The 1964 flood had a peak discharge of 125,000 c.f.s. with three reservoirs in operation. The December, 1945 flood had a peak discharge of 210,000 c.f.s. with only one reservoir. Before the 1964 flood is selected for the design flood, you should check the 1945 flood with present controls to see if it was greater than the 1964 flood.

cc:
OSHD (W.H. Tebeau)
Region (08-00.35)

REFERRED TO

By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible] 8 - 1970

FOR [illegible]

Salem, Oregon 97310
December 8, 1970

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Willamette River Bridge
(Harrisburg) on the Albany-
Junction City Highway

Attached is a copy of a letter from Mr. Simpson stating that he cannot at this time approve our proposal for placing the trestle part of this structure inasmuch as it does not fit in with a long-range plan for developing the highway system in the state.

We have accepted this decision, and we will not proceed with the work necessary to take this project to contract.

We would also like you to make another reconnaissance type study of a new line in the vicinity of Harrisburg. In the past, we have always looked at a line that went westerly of the city. This time, I would like you to look at some possible alternate line that goes easterly of the city and develop a new crossing of the river upstream from the existing one.

I would be glad to discuss this further with you if you could bring to me some sort of a quadrangle map that shows the area around Harrisburg.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Att.

cc: A. E. Johnson - Att.
Frank L. Hall - Att.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 25, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-105(-)
Willamette River Bridge (Harrisburg), Albany-Junction City Highway

Mr. Klaboe's letter of November 17 stated, "The county road system was developed with this route as a collector forming a farm-to-market trunk route between towns and farming communities in the Willamette Valley between Albany and Junction City."

The route in question is a part of Primary Route 3. The description does not include Harrisburg as a control point. Basic legislation in connection with the Federal-aid Primary system indicates that, "This system shall consist of an adequate system of connected main highways."

The Functional Classification Study follows this same general designation; therefore as part of the Federal-aid Primary system it is prudent to conclude that a project of this magnitude should fit into the long-range plans for the development of a Federal-aid route. Consequently, it will be necessary for you to present information which will assure us that the development proposed will become a part of the long-range Federal-aid Primary system inasmuch as the project will have a useful life of approximately 40 years.

It is difficult to understand that future long-range planning - in view of the problems in other urban areas - should include routing with substandard curvature via city streets of a small community.

Your request will be given further consideration after you have submitted the long-range plans for FAP Route 3 through this area.

Simpson:nig

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 17 1970

FO

November 17, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Willamette River Bridge (Harrisburg), Albany-Junction City Highway, Your Ref: 08-35.1

In your letter of August 19 on this section, you suggested that some further consideration be given to the overall planning as related to the ultimate development of the federal-aid route which includes the trend of by-passing towns.

The county road system was developed with this route as a collector forming a farm-to-market trunk route between towns and farming communities in the Willamette Valley between Albany and Junction City. Interstate 5 parallels the route two miles to the east from Albany nearly to Harrisburg and effectively furnishes the area with a by-pass of small towns for traffic requiring direct transportation to Albany or Eugene from that area.

Retaining the existing route through Harrisburg is compatible with the function of the route as a collector for local traffic and conforms with the route through Tangent, Shed, Halsey and Junction City. By-passing these communities is not the ultimate development of this federal-aid route.

As stated in my letter of August 12, the retention of the existing route permits staged improvements that can be programmed in units as money becomes available. For this reason and the fact that by-passing communities is not the ultimate development of this route, we ask that you give your approval for the plan as submitted.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. L. Hall
L. H. Young

FLH:jf srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 19, 1970

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-105(-), Willamette River Bridge, Harrisburg

Mr. Klaboe's letter of August 12 provides further information in connection with the proposed reconstruction of the structural approach to the Willamette River Bridge at Harrisburg.

There are several considerations which should be carefully evaluated:

(1) The commitment of the improvement as proposed. Improving the approach will involve a commitment of approximately $2.5 million. The approach work will cost approximately $1.2 million and a replacement of the main span about $1.3 million.

(2) The proposed project's structural life. This improvement will extend well beyond the time that the present route will probably be used.

(3) Your planning and public hearing. These considerations, as we understand the project, apply only to a small segment of the existing route.

It is suggested that further consideration be given to:

(1) The overall planning for the area and the ultimate development of the Federal-aid route. How does the proposed improvement fit into this plan?

(2) The public hearing. Most of the comments suggested a new routing.

(3) The general trend of bypassing towns. Public opinion favors such a policy.

(4) Repairing the deck and utilizing the existing substructure for some period of years until additional funding is available.

Your comments will be appreciated.

Simpson:nig

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

August 12, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon F-105(-), Willamette River Bridge at Harrisburg, Your Reference: 08-35.1

Reference is made to your letter of July 30 requesting reasons for not presenting alternate locations at the public hearing.

We felt that improvement of the existing route should be made because:

1. Any work on this project would involve bridge work and would be very expensive but, if the existing route were followed, improvements could be made in short sections as money became available.
2. The portion of the existing trestle we plan to replace is in such a condition that something has to be done in the near future. To abandon the existing route in favor of another route would involve a project of around $5 million. It would have to be complete to be usable.
3. Should a bypass-type route be considered and the existing route abandoned, it would mean out-of-direction travel for some local residents. To prevent out-of-direction travel would undoubtedly involve utilizing the existing route which would still involve an expenditure to make it safe. A bypass route would probably start north of town and go in a southwesterly direction to reconnect to the existing highway

westerly of the existing trestle and bridge. Traffic figures indicate that 50 percent of the traffic utilizing such a route would come from or through the business district and would involve out-of-direction travel for anyone going south.

If you desire further discussion on this matter, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
D. J. Barbee

DLT:jg srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 30, 1970

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

In reply refer to: 08-35.1

SUBJECT: Oregon F-105(-), Willamette River Bridge Harrisburg

A combined corridor-design hearing was held on June 25 covering the proposed reconstruction of the Willamette River Bridge at Harrisburg.

A careful review of the hearing indicates that no alternates were presented. A field examination suggests the need for consideration of the following:

1. Alternate designs which would provide better through-service.
2. Opportunities for future development.
3. Local service along with the through-service.

Reconstructing the present bridge essentially on the existing alinement ties down the route to this location for the life of the structure.

While it is recognized that Highway 99E is a local service road, the general trend for such highways is to provide service in and out of the community, with opportunities for the through-traffic to proceed on alinement close by. The present alinement goes through the main street of town.

It would be appreciated if you would indicate your reasons for not presenting alternate locations at the public hearing. At a time convenient for you we would be pleased to further discuss the problem.

Simpson:nig

REFERRED TO

By Asst. Sta

DESIGN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 8-30 80M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1969

To:
Mr. D. J. Barbee
Design Engineer

BUILDING

SUBJECT:
Willamette River Crossing
Albany-Junction City Highway
at Harrisburg
Linn and Lane Counties

Estimated costs on a reconnaissance basis (in $1,000 units) for replacement of the bridge over the Willamette River at Harrisburg and improvement of the highway southerly from this bridge to and including the second overflow bridge one-half mile north of Lancaster are tabulated below. A sketch is attached delineating the alternatives as listed.

	Alternate "A"	Alternate "B"	Replace & Improve on Ext'g Fac.
Grade and Pave	$ 750	$ 500	$ 400
Willamette R. Xing	3,750	3,630	3,050
Slough Bridges (2)	420	420	420
Remove Old Bridge	200	200	200
Right of Way	(Not determined at this time)		
Est. Costs	$5,120	$4,750	$4,070

A comparison of the horizontal geometry of the three alternatives is given in the following table:

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1969

SUBJECT:

Willamette River Crossing
Albany-Junction City Highway
at Harrisburg
Linn and Lane Counties

To:

Mr. D. J. Barbee
Design Engineer

BUILDING

Estimated costs on a reconnaissance basis (in $1,000 units) for replacement of the bridge over the Willamette River at Harrisburg and improvement of the highway southerly from this bridge to and including the second overflow bridge one-half mile north of Lancaster are tabulated below. A sketch is attached delineating the alternatives as listed.

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Slough Bridges (2)	420	420	420
Remove Old Bridge	200	200	200
Right of Way	(Not determined at this time)		
Est. Costs	$5,120	$4,750	$4,070

A comparison of the horizontal geometry of the three alternatives is given in the following table:

	Alternate "A"	Alternate "B"	Replace & Improve on Ext'g Fac.
Comp. Length, mi.	1.7	2.0	2.0
Const. Length, mi.	1.7	1.3	1.3
Total Central Angle	26°±	193°±	192°±
Total No. of Curves	2	4	4
Maximum Curve	1°	10°	16°
No. of Max. Curves	2	1	1
Max. Cent. Angle, 1 Curve	18°±	90°±	90°±

The vertical geometry is essentially the same in all three cases. It is pointed out that the minimum grade elevation established for the purpose of preparing the estimates was assumed to be about 2 feet above the high-water elevation for the December 1964 flood (presumed to be a 1% flood) as determined from the Corps of Engineers flood profile for the Willamette River (the river falls 4-1/2 feet per mile at this stage)--this would place the new gradient approximately 3 feet above the existing highway at its lowest point within this segment.

The estimates are based upon a 44-foot top roadway width (12-foot travel lanes and 10-foot shoulders) on both the grading section and the structures. The main river structure for Alternate "A" does not include a 5-foot pedestrian walkway while the structure for each of the other two alternates includes a 5-foot walkway on one side. For the structure along the existing highway, the cost for its replacement "in situ" includes a pile trestle bridge, 2,200 feet long and 20 feet wide, to be used as the detour during the removal of the old bridge and construction of the new bridge; it is possible that the cost, as shown for this alternative, can be reduced by some $400,000 by utilizing the existing bridge as a detour and placing the new bridge immediately adjacent to and downstream from the existing bridge--there would be virtually no change in the existing horizontal characteristics--an upstream counterpart of this is not possible because of what appears to be a water treatment plant adjacent the existing highway. Detour costs for the overflow bridges are covered in the grading and paving costs. Right-of-way costs were not determined as they were not considered a factor that would tip the scales in this comparison; it was obvious from a field observation that right-of-way costs would be higher on Alternate "A" than on any of the other alternates because of the probable damage to the Morse Brothers' operation.

For your information, the 1968 ADT varies from 2,150 at the north city limits of Harrisburg to 3,800 at Noraton Road (Lancaster). Appended is a chart showing variations of traffic through this area since the advent of I-5. You will note that since 1965 there has been an average increase in traffic of 150 v.p.d. per year. It appears that this trend is stable and projecting it on a straight line, 4 lanes would be required in about 8 years if the routing is to continue through Harrisburg (assuming that our criteria of 5,000 ADT is still valid). It is possible that Alternate "A", built to 2 lanes, could handle the traffic well beyond the 8-year projection because it would eliminate the inherent bottleneck along the existing facility, and its alignment with the resulting access control would be conducive to an increase in capacity not evident on the other two alternates.

A comparison of costs indicates that Alternate "A" is $370,000 more expensive than Alternate "B". A rough determination of annual roadusers' savings (based on 1968 ADT of 2,200) amounts to about $20,000--the present value of which is $275,000 (this means that Alternate "A" in comparison with Alternate "B" can theoretically cost up to $275,000 more than the cost listed above before the "break-even" point is reached). A similar analysis indicates that improvement along the existing facility would yield the lowest annual roadusers' cost primarily because of its lower initial cost.

As I see it, one of two choices is evident for the improvement of this facility:

(1) Improve along the existing facility taking into consideration the placement of the new structure just downstream and utilizing the present bridge as a detour--this had been discussed earlier in this report. Although it has the lowest initial cost and, consequently, an apparent lowest annual roadusers' cost, it exhibits the disadvantage of perpetuating

the poor alignment through this segment and the problem of congestion in the business area. In addition, 4 lanes may become necessary within a short span of time--thus adding to the cost.

(2) Adoption of Alternate "A" as the route if new alignment is desired. It would eliminate the problem of congestion in the business area of Harrisburg, and by virtue of its location, it would be more compatible with the future growth of the area. Its alignment would also preclude the necessity for conversion to 4 lanes for a longer time than the 8 years mentioned earlier. It is shorter in length--reducing the overall distance by 0.3 mile--this, in itself, provides a direct benefit to the roaduser.

Alternate "B" is not considered to be a desirable choice because it retains many of the idiosyncrasies of the existing facility at a much higher cost.

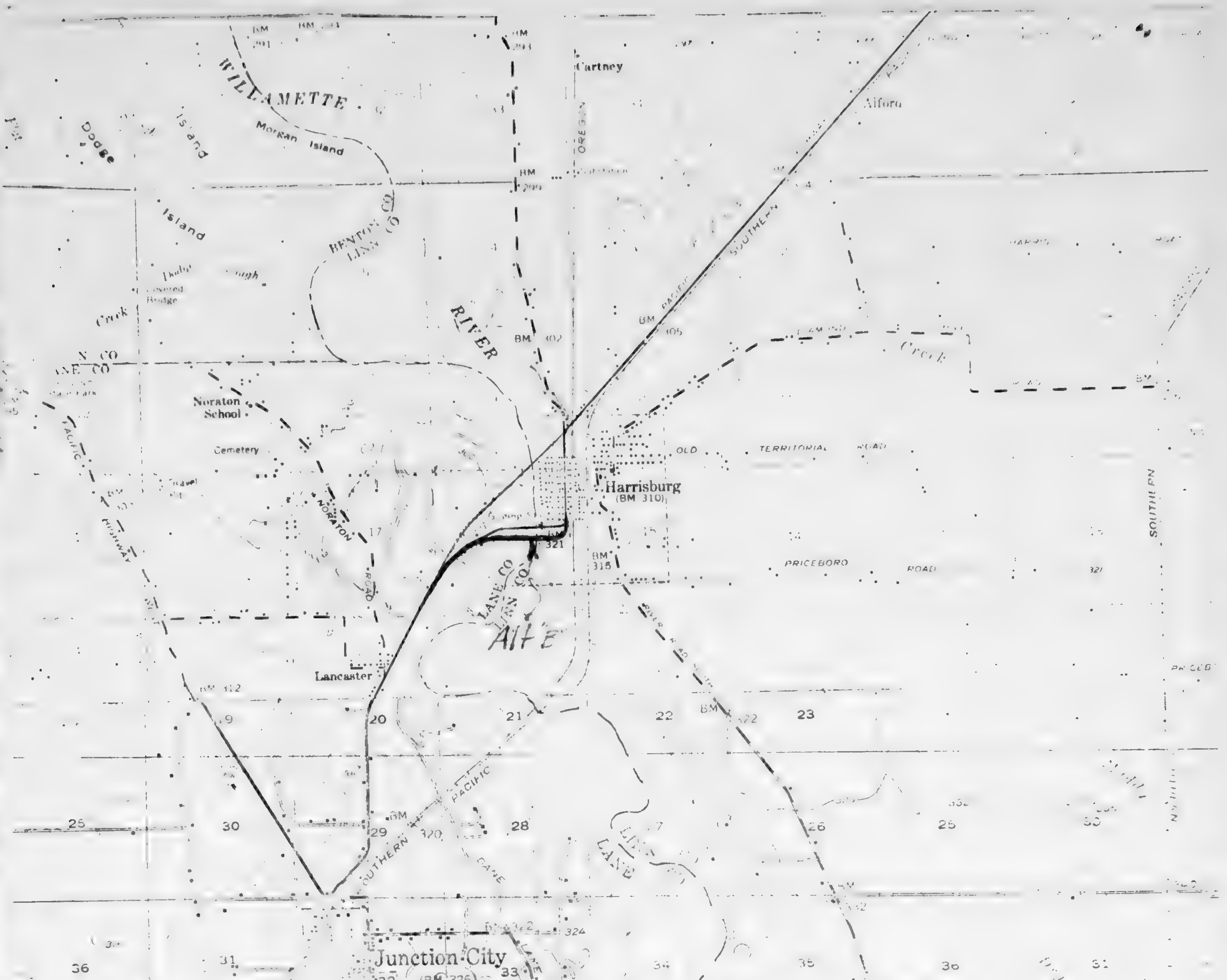
Considering the fact that this area will undoubtedly experience a growth and, along with it, increased traffic, I will tend to lean toward the adoption of Alternate "A" as the most logical choice for ultimate improvement of this highway.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

Attachment

WHT:ia


WILLAMETTE
Morgan Island
Dodge
Island
Island
Creek
Noraton School
Cemetery
NORATON ROAD
BENTON CO
LINN CO
RIVER
Cartney
Alford
SOUTHERN PACIFIC
OLD TERRITORIAL ROAD
Creek
Harrisburg
(BM 310)
321
BM 318
PRICEBORO ROAD
SOUTHERN
LANE CO
LINN CO
Lancaster
PACIFIC HIGHWAY
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Junction City
(BM 326)
324
Wyatt Sch
HIGH PASS ROAD
322
321
RIVER ROAD
1
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5
4
BM
Gravel Pit
12
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SIUSLAW HIGHWAY
C & G S NORTH BASE
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RECEIVED
JUL 9 - 1970
FOR FILING

R

July 7, 1970

Mr. Leslie G. Anderson
Route 3, Box 322
Junction City, Oregon 97448

Dear Mr. Anderson:

Thank you for your letter concerning the proposal for rebuilding the Harrisburg Bridge on Highway 99.

It will be made a part of the record and be given consideration by the Highway Commission.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson(enc.)
Victor D. Wolfe (enc.)

REFERRED TO

BY SECRETARY

Rt.3 Box 322
Junction City, Oregon 97448

Oregon State Highway Commission
Salem, Oregon.

Dear Sirs:

Regarding the contemplated change of the River crossing on Hgy. 99, just south of Harrisburg,may I ask your careful consideration of the following.

There is no question about the need of a new approach and the increasing of the crossing capacity,all of which can be accompolished by preserving the steel structure as a one way bridge,thus saving the cost of dismanteling it and at the same time it's cenic beauty which gives so much dignity and charm to the River,rather than justna means of getting across. The new two lane bridge to provide one way traffic in the other direction. With teh approaches designed to accomodate this one way traffic across the River the problem will then be solved when 99 is widened to accomodate the increased traffic that is just ahead. When 99 is widened the crossing will already have been taken care of without added expence and the beauty and personality of the River and steel bridge been preserved.

Please gige it careful consideration.

Sincerely,

L.G. Anderson
Rt.3 Box 322
Junction City, Oregon
97448

RECEIVED
JUL 2 - 1970
FORM E-30 (REV 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 29, 1970

To: MEMO TO THE FILES

SUBJECT:

This Memo to the Files is intended to clarify and add some information regarding the Willamette River Bridge (Harrisburg) public hearing.

Item No. 1: During the early part of the public hearing, it was indicated to several people by me that the stage construction would involve closing of the existing highway for a period of time. I indicated that this closure could possibly be two weeks long.

After a closer study of the plans, it was noted that the piling and caps would be poured before the old structure was removed. This would indicate that the closure time could be greatly reduced. I then advised people regarding this closure that it should not extend for more than two days and there was a possibility that this time could be reduced by making special provisions regarding this work.

Item No. 2: Mr. and Mrs. Splawn are very concerned about their access route during high water. In addition to talking to Mr. and Mrs. Splawn at the hearing, Mr. Gerald Kimer and I personally visited the Splawn Ranch and went over their access problem with them. We studied the possibility of an access road being developed from their house running westerly to McMullen Lane on high ground. An aerial picture taken on December 27, 1964 would indicate that this solution is probably not feasible. In Mrs. Splawn's statement at the hearing, she mentioned a 14' and 17' flood. The numbers that she referred to are flood stage not depth of water. It is their feeling that it would be impossible to wade or take the tractor out over the road, which will run parallel to the new bridge, during even a 14' flood.

SP*52475-734

NOTED
FLOYD QUERY

If we are unable to come up with an adequate design for an access road, it is a possibility that we might consider some type of emergency stairway connected to the new bridge. A small island might be constructed near the present road approach out of high water where a car or tractor could be parked when they had to leave their house during high water. This solution was not suggested at the hearing but might be acceptable.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc L. H. Young
D. J. Barbee
I. D. Merchant
C. W. Head ✓

RECEIVED
JUN 30 1970
FOR FILING

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

June 24, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

JAMES BRANSTITER PARK - TOLEDO
WILLAMETTE RIVER BRIDGE - WEST APPROACH (HARRISBURG)
I - 205 INTERCHANGE - BORING ROAD SECTION
MULTNOMAH COUNTY LINE - CLACKAMAS HIGHWAY

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals.

With reference to the I - 205 Interchange - Boring Road Section project it was noted that if Rock Creek and Clackamas River are involved, there should be no encroachment on the streams.

With reference to the Multnomah County Line - Clackamas Highway project the following observations were included: "We are concerned that the project not create any more damage to Johnson Creek. The stream has been clobbered several times in the past during spawning season."

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

6-29-70

By Young

RECEIVED
JUN 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1970
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Willamette River Bridge
Harrisburg-West Approach Replacement
Bridge No. 583E

Enclosed are five prints of Drawings No. 26476, 26477, 26465, 26478, and 23427 which are the plan and elevation, construction and traffic staging, bridge sections and foundation data sheet for the subject project. Also enclosed are copies of the Foundation Recommendations and the plan and elevation sheet for the future river bridge reconstruction (Drwg. 26479).

The horizontal and vertical alignment were established to meet the existing conditions at both ends of the west approach and provide for working room with a minimum of new "Right of Way" required.

The over-all width of the structure is 56 feet which consists of two 12-foot lanes, two 10-foot shoulders, a 7-foot 9-inch wide sidewalk on the north side and the railings. This width of structure is required in order to provide satisfactory roadway widths during stage construction. It provides 24 feet for temporary two-way traffic. We are, at the present time, studying the feasibility of reducing the sidewalk width to 5-feet 9-inches and increasing the shoulder widths to 11 feet.

The two plans for the approach trestle which were considered are:

I.	50' precast slabs	$1,326,000
II.	80' precast channels	$1,560,000

Both plans utilize concrete piling except where steel piling are required for construction procedures.

In view of the $234,000 difference in cost, we are proposing to contract the 50' slab span alternate. The estimated cost ($1,326,000) includes the cost of a two-span precast slab structure on the adjacent access road and the single shaft pier at Station 107+17.37. An allowance for engineering and contingencies is included.

The west approach trestle will meet the grade line of the future three-span post-tensioned concrete structure. The structural depth of the box girder type of structure results in clearances above high water which are approximately 1' 10" less than now exist. The clearances will be 11' 6" and 11' 3" above H.W. elevation 305 at the center of spans 2 and 3, respectively.

The matter of clearances has been discussed informally with the Northwest Rivers and Harbors Congress who referred us to a joint publication by Willamette Basin Task Force-Pacific Northwest River Basins Commission entitled "Willamette Basin-Appendix I-Navigation". This report states that it is not economically feasible to maintain a channel adequate for commercial navigation above the City of Albany. On this basis, we do not anticipate any difficulty in securing a Coast Guard permit for construction based on the clearances stated above.

The estimated cost of the future main spans is $1,196,000 based on approximate quantities and including an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval. It is anticipated that we will open bids on the approach trestle construction in April of 1971.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW:smd:dh

cc Tom Edwards
L. H. Young
V. E. Skoog

8121

RECEIVED
JUN 12 1970
FOR FILING

K

Mr. Lawrence Rice
Executive Director
Central Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

June 4, 1970

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
R. E. Royer

Dear Mr. Rice:

We are submitting to you two copies of a map and data sheet showing the location of three projects in Lane County for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. The projects to be reviewed are:

1. Albany-Junction City Highway - West approach to Willamette River Bridge (Harrisburg).

2. Florence Eugene Highway - Walker Road-Mapleton Section.

3. McKenzie Highway, Elk Creek - Blue River Section.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Transportation Studies Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Lane County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

WDA:bls ja

PROJECT DATA

Willamette River Bridge - West Approach
(Harrisburg)

Albany-Junction City Highway
Lane County

Project Description:	This project to consist of preliminary engineering, acquisition of right-of-way, grading, paving, and structure work to replace the existing west approach to the bridge over the Willamette River at Harrisburg
Estimated Cost:	$1,050,000
Typical Section:	The approach will be constructed of pre-stressed concrete slabs having 44 feet horizontal clearance with a 7-foot sidewalk on the downstream side
Traffic:	1969 ADT - 3,850 Estimated 1989 ADT - 7,300

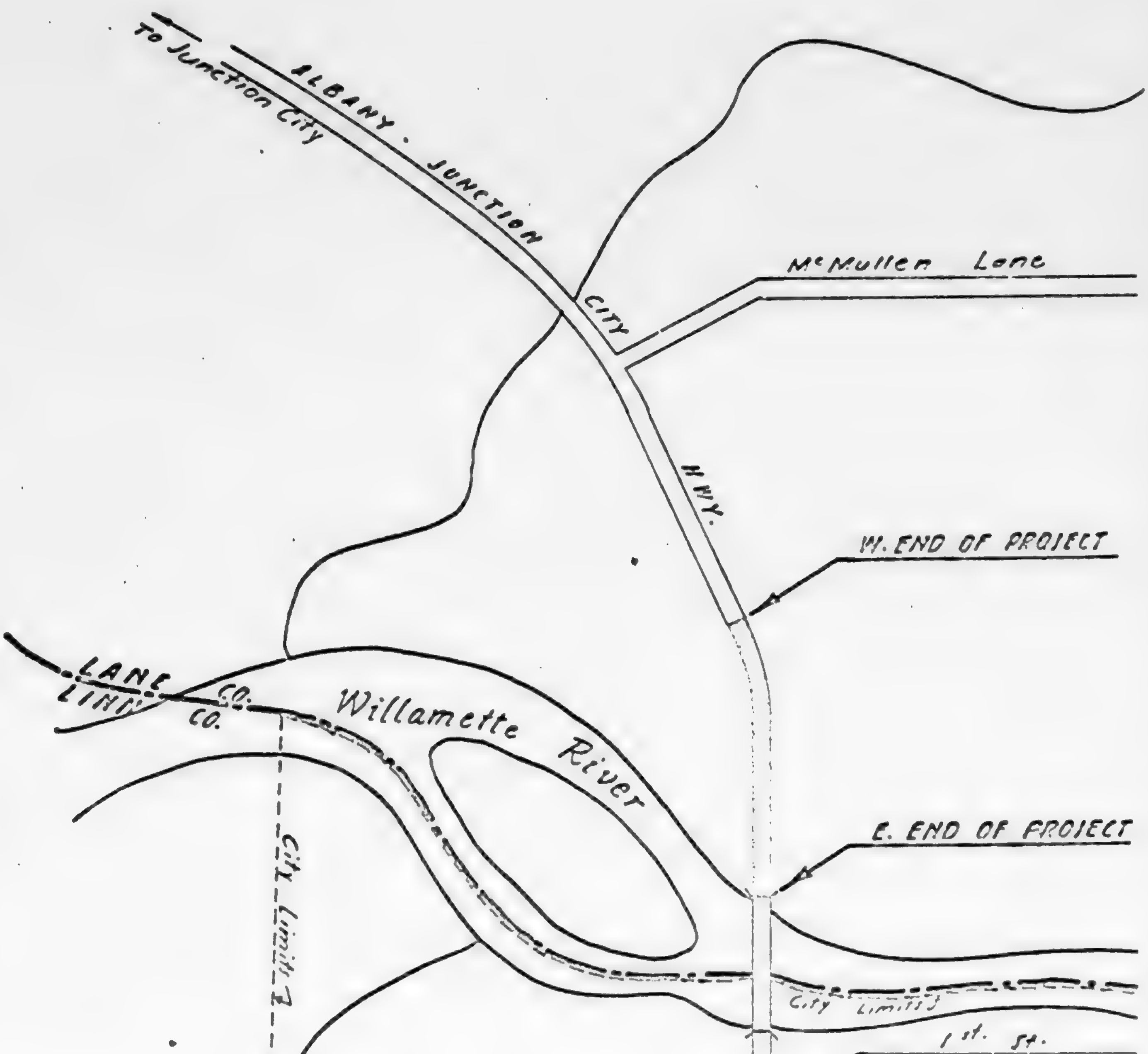
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

WILLAMETTE RIVER BR. -W. APPROACH (HARRISBURG)

ALBANY-JUNCTION CITY HIGHWAY

LANE & LINN COUNTIES



RECEIVED
JUN 4 1970
FOR FILING

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

6-3-70

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended May 29, 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
5-25-70	Highway Division	Deschutes Co. Line-FS Road 2221	Open area	11
5-25-70	Highway Division	N. Davis Lake-Klamath Co. Line	Open area	10
5-25-70	Highway Division	Cornelius City Park Tennis Court	Cornelius	2
5-25-70	Highway Division	Walker Rd.-Mapleton Sec.	Rural area	5
5-25-70	Highway Division	Elk Creek-Blue River Sec.	Rural area	5
5-25-70	City of West Linn	Tanner Creek Int. Sewer	West Linn	2
5-25-70	City of West Linn	Expand Bolton Treatment Plant	West Linn	2
5-25-70	City of West Linn	Tualatin River Int. Sewer	West Linn	2
5-25-70	Columbia Co. C.A.C.	Emergency Food and Medical Service	Countywide	2

5-27-70	Blue Mountain Econ. Dev. Council	Emergency Food and Medical Service	Areawide	13
5-27-70	Blue Mountain Econ. Dev. Council	Summer Head Start	Areawide	13
5-27-70	Clatsop County IED	Summer Head Start	Countywide	1
5-27-70	City of Willamina	Water System Planning	Willamina	3
5-27-70	City of West Linn	Water System Construction	West Linn	2
5-28-70	Highway Division	Cascade Locks Marine Park	Cascade Locks	9
5-28-70	Highway Division	Willamette R. Bridge, West Approach	Harrisburg	5
5-28-70	Highway Division	Multnomah Co. Line-Clackamas Highway	Milwaukie	2
5-28-70	Highway Division	I-205 Interchange-Boring Road Section	Open area	2
5-29-70	City of Canby	Increase Sec. Sewage Treatment Capacity	Canby	2
5-29-70	Dept. of Higher Education. U. of O. Medical School	Comprehensive Health Services Projects	Portland	2

Attached is a listing of Councils of Government designated by the Governor as local clearinghouses. It is supplied as a convenience to state agencies in their contacts with local governments.

Procedures require that state agencies submit Notices of Intent to apply for federal assistance to the local clearinghouse at the same time they are submitted to the State Clearinghouse. This requirement applies to all Notices of Intent whether or not they are subject to the provisions of Bureau of the Budget Circular A-95.

Of course, submission of a Notice of Intent to the local district clearinghouse can only be made when a proposal can be clearly identified with a single Administrative District.

ESTABLISHED COUNCILS OF ERNMENTS
AND A-95 CLEARINGHOUSES
May 29, 1970

District 1 -- Clatsop-Tillamook Intergovernmental Council
℅ Don Church
Administrative Assistant, Office of Clatsop County Commissioners
Clatsop County Courthouse
Astoria, Oregon 97103 325-3162

Mr. Arnold C. Swanson, Chairman
Mr. David Megrath, Vice Chairman
Mr. Verne Stratton, Secretary
Mr. Russell Fluhrer, Treasurer

District 2 -- Columbia Region Association of Governments (CRAG)

429 S.W. 4th Ave.
Portland, Oregon 97204 226-4331

Mr. Homer C. Chandler, Executive Director
Mr. Eldon Hout, Chairman
Mr. Frank Schumaker, Vice Chairman

District 3 -- Mid-Willamette Valley Council of Governments

Room 19, Marion County Courthouse
Salem, Oregon 97301 581-1574

Mr. W. J. Kvarsten, Executive Director
Mr. Edward G. Westerdahl, II, Chairman

District 4 -- Linn-Benton Association of Governments (LBAG)

P.O. Box 100, Linn County Courthouse
Albany, Oregon 97321 926-8330

Mr. William R. Hagman, Executive Director
Mr. Frank Kikel, President

District 5 -- Central Lane Planning Council (CLPC)

1643 Oak Street
Eugene, Oregon 97401 342-1757

Mr. Lawrence A. Rice, Executive Director
Mr. Kenneth H. Kohnen, Chairman

District 7 -- Coos-Curry Council of Governments

P. O. Box 434
Coos Bay, Oregon 97420 269-9316

Mr. Frank Freeman, Planning Director
Mr. Robert B. Mason, Chairman

District 8 -- Rogue Valley Council of Governments

Jackson County Courthouse
Medford, Oregon 97501 773-6211, Ext. 292

Mr. Gary A. Scott, Executive Director
Douglas Schroeder, Chairman

District 9 -- Mid-Columbia Economic Development District

Wasco County Courthouse
The Dalles, Oregon 97058 296-4656

Executive Director: Position Vacant
Mr. Walt Carte, Chairman
Mr. James Wright, Secretary - Bx 315, Sevenson, Wash.

District 10 -- Central Oregon Regional Council of Governments

Deschutes County Courthouse
Bend, Oregon 97701 382-7440

G. W. McCann, Chairman

District 12 -- District 12 Council of Governments

Umatilla County Courthouse
Pendleton, Oregon 97801 276-7111

Executive Director: Position Vacant
Mr. Kenneth W. Sweeney, Secretary
Judge Paul W. Jones, Chairman

District 13 -- Blue Mountain Council of Governments

Union County Courthouse
LaGrande, Oregon 97850 963-5214

Judge Earle C. Misener, Chairman
Judge S. J. Farris, Vice Chairman

District 14 -- Southeast Oregon Council of Governments

City Hall
Ontario, Oregon 97914 889-5306

Mr. C. Lloyd Castner, Secretary
Judge Newton Hotchkiss, Chairman

Local Government Relations Division
320 Public Service Building
Salem, Oregon 97310
Ph: 364-2171, Ext. 2771

RECEIVED
MAY 28 1970
FOR

May 22, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notices of Intent to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 5

Federal Aid Primary	Willamette River Br. -West Approach (Harrisburg) Albany-Junction City Highway

The estimated date of filing for federal-aid funds on these projects is September 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase
D. D. Allen
C. T. Keasey

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Willamette River Br. -
West Approach (Harrisburg)
Albany-Jct. City Highway

May 22 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Five (5) City -

County Lane Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

3. **Federal Program**

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 650,000
Loan ...... Grant X
Local Applicant Share (- -) (if any) $ ......
State Agency Share $ 400,000
Other (Specify) $ - -
Total $ 1,050,000

Source of State Agency Share
General Fund $ - -
Other Funds (specify) $ - -

Indirect Cost Reimbursement
No X Yes ...... $ ...... (Approx)

Will Federal share change: No X
Yes, from ......% to ......%
When ......

5. **Period Covered by Projects**

Beginning date .... Tentative 72 - 73 Biennial
(Original date, if project covers more than one year)

Length of time (weeks, months, or years)........ Two years

Approximate ending date........ 1973

Will renewal be requested? Yes.............. No........ X

6. **Estimated Application Filing Date**........ September 1970

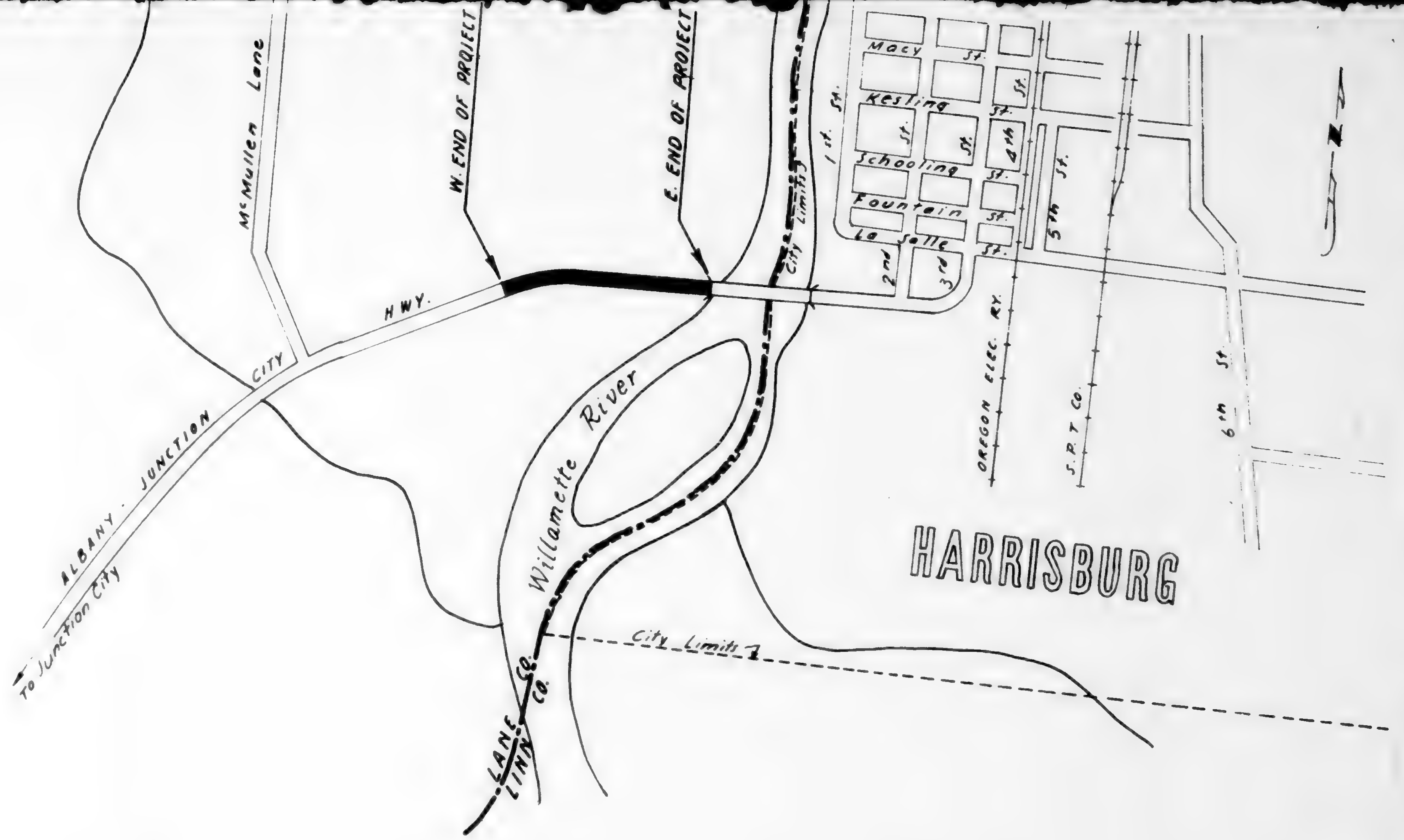
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

WILLAMETTE RIVER BR., WEST APPROACH (HARRISBURG), Albany-Jct. City Hwy.

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to replace the existing west approach to the bridge over the Willamette River at Harrisburg. The new approach will be constructed of prestressed concrete slabs having 44 feet horizontal clearance with a 7-foot sidewalk on the downstream side.

This project is related to the "Goals for a Livable Oregon" by improving the alignment, increasing the width thus making the approach to the bridge safer for the traveling public.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

WILLAMETTE RIVER BR. -W. APPROACH (HARRISBURG)

ALBANY-JUNCTION CITY HIGHWAY

LANE & LINN COUNTIES

RECEIVED
APR 28 1970
FOR FILING

April 24, 1970

Mr. C. L. McKinley
Editor-Publisher
Junction City Times
P. O. Box 315
Junction City, Oregon 97448

Dear Mr. McKinley:

Thank you for your very thoughtful letter of April 22 concerning the bridge at Harrisburg.

This Division has had a campaign directed toward the replacement of narrow bridges and upgrading of all of our aged wooden structures. The bridge history of this structure indicates that it was completed in 1927. The southerly approach, which is a wood trestle, was rebuilt about 1945.

The steel trusses were built to the same design and loading capacity which is used on the Interstate freeways throughout the nation today. [illegible] due to structural strength or capacity. The bridge has been well maintained over the years, is carefully inspected twice yearly and has been repainted as necessary, to avoid deterioration [illegible].

The structure life of a steel bridge, when properly designed and properly maintained, far exceeds the 43 years of life to which the current structure has been subjected. As examples, I cite the Steel Bridge in Portland (constructed in 1904) and one of the structures carrying I-5 across the Columbia River at Vancouver (built in 1911).

You are correct in asking that study and thought be given to replacement of the trusses. The current work is being so designed as to become a part of a final rehabilitation of the entire river crossing. The lack of funds precludes the complete project at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 10221)
L. F. Hunter (enc.)
Ivan Merchant (enc.)

JUNCTION CITY

Printing
Lithography
555 Greenwood · P.O. Box 315 · 998-2123 · Junction City, Oregon

REFERRED TO
BY SECRETARY

April 22, 1970

10831

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This letter is submitted in line with my recent telphone conversation with the department.

Announcement by the state highway commission of proposed plans for rebuilding the trestle approach to the bridge across the Willamette river at Harrisburg indicates that the commission is aware of the deteriorated and dangerous condition existing on this much-traveled section of Highway 99-E.

However construction of the trestle is only a part of the job that needs to be done. The bridge itself presents a real bottleneck to traffic, and as it presently stands is a potential danger spot that needs replacement at the earliest possible date.

Little has been said about structural fatigue thus far. It is admitted the bridge is an old structure. As nearly as this writer has been able to determine, the original engineering and specifications were worked out in the early 1920s, and the bridge completed before 1925. This means the structure is around 45 years old.

Designed for conditions that existed in that era of automotive traffic, with bridge speeds of 15 miles an hour and maximum truck loads seldom exceeding 2½ tons, the bridge is totally inadequate for today's traffic loads. Trucks, semis and heavy industrial traffic often impose load weights running 20 tons or more. Big over-the-road haulers will drop their speeds from 45 miles an hour or more to a 25-30mph speed on the narrow 2-lane bridge. The impact of such weight-plus-speed factors undoubtedly bring stresses many times greater than the original specifications ever contemplated.

Moreover the element of structural fatigue resulting from more than 40 years of day-in and day-out pounding by traffic loads of all descriptions presents a danger factor that cannot be minimized---even though it may not be accurately measured or determined. Engineers know that this factor must be reckoned with, and the possibility of such a structure collapsing under ~~mm~~ the impact of load stress is too serious to be left in the lap of Fate.

Without exception every trucker and every motorist in this area with whom I have discussed the matter has been outspoken in emphasizing the danger that exists both on the existing trestle and on the bridge itself.

The proposed trestle is a step in the right direction but equally vital is a new bridge, with the whole project designed in a manner that will handle and expedite not only present traffic loads but that will adequately meet the demands of the motorized freight and passenger loads than can reasonably be expected to be moving over this section of Pacific highway (99E) in ten or twenty years or more.

In our telephone conversation, it would appear that replacement of the old wooden trestle is all that has been finalized at this time. It was indicated that the trestle approach to the present bridge would be so designed that, if and when the present bridge is replaced, the new approach will be properly integrated with such new bridge structure. This is good, but - -

If funds do not permit both the trestle improvement and the bridge replacement at this time, may I emphatically recommend that immediate steps be taken by the commission to give top priority to funding the bridge replacement at the earliest possible date and that the necessary engineering studies, design and specifications be prepared so the work can proceed with all speed as soon as such fund availability make possible the completion of the project.

Yours very truly,

C. L. McKinley
Editor-Publisher
Junction City Times

RECEIVED
APR 23 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1970

To: MEMO TO FILE

SUBJECT: Willamette River Bridge (Harrisburg)
Albany-Junction City Highway

At the request of Don Harwell of County-City on Monday P.M., April 20, 1970, I phoned Mr. C. L. McKinley, Junction City 998-2123.

Mr. McKinley is the publisher of the Junction City Times. He stated that after reviewing the article they published regarding the hearing on the subject project he was quite concerned as the article covered only the approach to the bridge. He said there was quite a lot of agitation in the area about the condition of the entire structure, including the main bridge over the river at this location. He thought the project should cover a complete rebuilding of the entire structure, that it would be a waste of money just to construct the approach to an old, antiquated bridge which would have to be rebuilt in the near future, at which time the new approach would have to be abandoned.

Mr. McKinley was advised that we are aware of the condition of the bridge over the river, that it is outdated and should be improved, but at the present time funds are not available for the reconstruction of this bridge. He was also advised that we make at least two complete inspections of this bridge each year to determine if it is structurally adequate to carry the traffic on the highway. He was also advised that the proposed approach is being so designed that it would be usable for a new bridge when funds are available to construct one. This information seemed to satisfy Mr. McKinley, with the exception that he was very insistent that the construction of the new bridge over the river in this location be put on a high priority and money allowed for this in the near future.

Mr. McKinley said he would put these views in a letter and forward to the Secretary of the Highway Commission.

R. D. Asburry
DIVISION ENGINEER

RDA:dm
cc F. B. Klaboe
V. D. Wolfe
Tom Edwards
D. J. Barbee
C. T. Keasey
H. S. Cox

Pat

RECEIVED
MAR 5 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1970

To: MEMORANDUM TO THE FILES

SUBJECT: Reconstruction
Harrisburg Bridge Approach
Bridge No. 583E

On this date I have sent to F. B. Klaboe two prints of a plan indicating the proposed reconstruction of the south or west approach to the Harrisburg Bridge, which plan indicates the necessary additional right of way, a proposed 10' construction easement, and the proposed new construction center line.

This is for the use of our field forces in doing the required field survey work.

Ivan D Merchant
I. D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards ✓

NOTED
TOM EDWARDS

RECEIVED
MAR 9 - 1970
FORM E-90-E (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 3, 1970

SUBJECT: Harrisburg Bridge
South Approach Replacement
Bridge No. 583E

To: F. B. Klaboe
Assistant State Highway Engr.

BUILDING

The Authority for Survey dated January 23, 1970, for the subject project sets up an amount of $40,000 for the design of the structure, the survey prefix being 22-1406-906. I believe these charges should be broken down into the following:

22-1406-906 Bridge Department design and foundation costs.	$20,000
22-1406-901 Field survey.	$17,500
22-1406-980 Hearing costs.	$ 2,500

Please revise the Authority for Survey according to the above distribution of costs.

Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards
R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
MAR 5 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1970

To: F. B. Klaboe
Assistant State Highway Engr.

BUILDING

SUBJECT: Harrisburg Bridge
South Approach Replacement
Bridge No. 583E

The Authority for Survey dated January 23, 1970, for the subject project sets up an amount of $40,000 for the design of the structure, the survey prefix being 22-1406-906. I believe these charges should be broken down into the following:

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22-1406-901	
Field survey.	$17,500
22-1406-980	
Hearing costs.	$ 2,500

Please revise the Authority for Survey according to the above distribution of costs.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

IDM:jf

cc: Tom Edwards
R. D. Asburry

3-4-70

ASSIGNED TO
BY ASST. STATE HWY. ENGR.

WAY DEP
RESPONDENCE
n
69
ment 7917-
rg Bridge

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RECEIVED
NOV 4 - 1969

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1969

SUBJECT: Assignment 7917-EDW
Harrisburg Bridge

To: Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

The south approach to this bridge consists of 66-25' P.T.

On Monday, October 13, 1969, the writer investigated the surface condition of the main bridge, the south approach (it terminates at MP 29.50), and the surface condition of the slough bridge at MP 29.76. The bridge at MP 29.76 was the scene of the fatality on October 7, 1969.

The surface of the main bridge is good.

The surface of the south approach span is rough, but there were no potholes or exposed decking. This trestle is the recipient of almost constant attention because of the deflection between pile bents; i.e. -

> From 1959 to June of 1968, $30,000 was expended on repairs to this approach.
>
> From June of 1968 to June of 1969, $28,000 was expended on repairs to this approach including replacement of stringers, addition of stringers, and repairs to the pile bents.
>
> From June of 1969 to September of 1969, $4,500 has been expended on this approach.

The surface condition of the slough bridge at MP 29.76 is good.

The problem area is the south approach to the main river bridge. It is impossible to maintain a surface with excellent riding characteristics because of the constant differential deflection between pile bents.

NOTED
FORREST COOPER

NOTED
TOM EDWARDS

The existing surface condition is not unsafe to the average driver at legal speeds.

It is recommended that funds be allocated to replace this approach span in the coming fiscal year.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Field Maintenance Engineer

CMW:kmb

PS. - P.C.A. Roughometer Readings:

South Jefferson OXing (SPRR), I-5, N.B.

	Relative Roughness Indices
Right Lane	1010
Left Lane	582

South Jefferson OXing (SPRR), I-5, S.B.

Right Lane	3220
Left Lane	2985

Harrisburg Bridge and Viaduct, 99E

N.B. Lane	1690
S.B. Lane	2070

These reading are on a per-mile basis in order to resolve the length of bridge differential. These indices show that the Harrisburg Bridge (Willamette River) and approach spans are smoother than the South Jefferson OXing, S.B., on I-5.

CMW

[illegible]
[illegible] ENGINEER

DEATH CAR--Looking through the smashed guard rail of the bridge north of Junction City on Highway 99E is seen workmen getting ready to haul away the [illegible] convertible in which Deborah Ann Nees of Harrisburg died Tuesday morning. Although condition of the [illegible] was not involved in the collision, growing concern is felt [illegible] the long trestle and bridge over the Willamette. Last year [illegible] that attention was being directed toward [illegible] treacherous [illegible] has resulted in a rough [illegible] coming of fall and winter [illegible] with careful driving. With the [illegible] this bridge has all of the

HARRISBURG GIRL KILLED IN CRASH

Deborah Anne Nees, 15-year-old daughter of Mr. and Mrs. Winston Olmstead of Harrisburg was killed shortly before noon Tuesday morning when the car in which she was riding collided with a semi-trailer truck.

The crash occurred on the smaller bridge just south of the trestle leading onto the old bridge just over the Willamette river. The car plunged through a wooden guardrail and fell 20 feet to a field below. It was reported that Deborah died as she was being freed from the wreckage by Harrisburg firemen.

Driver of the car was Janet Lou Lytle, 16-year old daughter of Mr. and Mrs. William Lytle of Harrisburg. Thrown from the car as it plunged from the bridge, she was taken to a Eugene hospital with lacerations and undetermined injuries. Wes Davis, of Albany, who was driving the truck escaped injury in the collision.

RECEIVED
JUN 27 1968

COMMISSIONERS
GLENN L. JACKSON CHAIRMAN
MEDFORD
FRED W. HILL MEMBER
PENDLETON
THADDEUS B. BRUNO MEMBER
PORTLAND

FLOYD QUERY SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY ENGR
G. E. ROHDE
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF GLENN L. JACKSON
C/O PACIFIC POWER AND LIGHT CO
MEDFORD, OREGON 97501

June 25, 1968

Mr. C. L. McKinley, Publisher
Junction City Times
Post Office Box 315
Junction City, Oregon 97448

Dear Mr. McKinley:

I have your letter concerning the need for replacement of the bridge across the Willamette River at Harrisburg.

The fact that this bridge is narrow and in need of replacement is well known to all of us, our problem being only one of the necessary funds.

The maintenance operation, although probably tedious and bothersome to traffic, has not been expensive for this structure. Less than $40,000 has been expended on the structure in the past ten years. Traffic is bothered by two operations: (1) the necessary repair to the deck and (2) the necessity of using equipment on the bridge to remove the drift which each high water lodges against the substructure. Until such time as funds can be made available for reconstruction, we will give attention to the scheduling of maintenance operations in such a manner as to provide the least disruption possible for the normal traffic in the area.

I appreciate your interest and your taking time to write me concerning this matter. I only wish the Highway Commission had the money to provide a new structure.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjr

RECEIVED
JUN 2[illegible] 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Junction City Times
P. O. Box 315, Junction City, Oregon

June 18, 1968

Mr. Glen Jackson
Chairman, State Highway Commission
Salem, Oregon

Dear Glen:

Enclosed is a copy of an editorial I published last March when one-way traffic was a daily occurrence over the approach to the Highway 99 bridge at Harrisburg.

When the work was finished the approach, while undoubtedly strengthened, was rough and created a miserable driving problem.

Today Donald [illegible], state representative from Linn county advised that more work at patching up the job is underway, with one-way traffic being flagged through on the bridge. Mrs. [illegible] [illegible] confirmed this, adding that the delay waiting for traffic was considerable.

I consider this important enough to justify your personal action. My editorial [illegible] matter in point. Whether to relocate the bridge site with a modern structure of approved highway design, or alter Highway 99's route to provide a new bridge at a more [illegible] location is a matter for immediate study, with a funding program designated to provide for construction at the earliest feasible date.

With kind personal regards, I am

Sincerely

[illegible] to [illegible]

Junction City Times

Serving the People of Northern Lane County

C. L. McKINLEY, Publisher

Published every Thursday, at Junction City, Oregon, and entered as second class matter at the post office, Junction City, Lane County, Oregon 97448

Mail Subscription Rate, $3.50 per year, in advance. Outside of Lane, Linn & Benton counties $4.50 per year.

People of this area are beginning to wonder whether the state highway department is exercising its usual good judgment in the continuing work being done on the Willamette river bridge at Harrisburg.

The bridge actually is outdated and outmoded for today's traffic requirements. Plans for the bridge originally were drawn in [illegible] and the bridge was opened for use either late in 1925 or 1926. That was before the days of heavy log trucks, huge carriers loaded with wood chips, double vans and semi trailers, Greyhound and Trailway buses as well as school buses carrying from 40 to 60 passengers, plus the steady flow of private motor cars. The Model A Ford, Chevrolet 4, and other cars of that period presented virtually no hazards in comparison.

Undoubtedly the highway department [illegible] thousands of dollars [illegible] the old span and the [illegible] approach. Ever since the first of the year [illegible] busy week after week, [illegible] fit in wood [illegible]. Day after day all traffic [illegible] single file past the workmen. Yet the [illegible] approach to the bridge itself [illegible].

This is bad enough on dry afternoons. But [illegible] rain and flying spray create extra hazards, [illegible] loaded truck on the approach or even on the [illegible] is a matter of fear and concern to every motorist. That this will be still more dangerous when the approach is frost-covered on a winter morning is admitted.

To date there is no evidence of any decreasing traffic load on 99-East. Rather the load continues to grow, both in volume and in the amount of heavy truck traffic. It is a certainty that with the completion of the American Can plant at Halsey, trucks loaded with logs and chips will be moving over this route in still greater volume.

Unless Highway 99 is to be abandoned, it is time now to begin engineering [illegible] needs of this highway in [illegible] years.

reports confidentially at the White House and wanted the American people to have them.

Mr. Ford said the Attorney General argued that making the reports public would stir a wave of anti-Communism; "McCarthyism", he called it. Contacts of mine in responsible positions in Washington declare that the same type of suppression is underway with vital facts about the activities of Communists in the revolutionary "Black Power" movement On the basis of the official U.S. "friendly posture" toward Soviet Communism, together [illegible]", will be completed by Ap[illegible]

The basic facts are these: The international Communist tacticians (and their American agents) have historically planned to use America's Negro minority (now 22 million) as the "vanguard" of an internal revolution to take over the nation. Communist maps, charts and tactics manuals are readily available for anyone to see.

Swift Growth

In the past ten years the Communists have made great headway. In the past two years they have helped to build the Black revolutionary movement into a powerful and dangerous force with far-reaching potentials. The swift growth and dramatic demonstrations of "Black Power" became frightening even to some of the White Communists but they appear now to have succeeded

FORM E-30X 50M 2 68 SP 23500-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1968

SUBJECT: Bridge Site Surveys by
U. S. Geological Survey

To:
Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

I am informed by the U. S. Geological Survey that they can conduct hydrological and hydraulic surveys for any specified bridge site. A copy of a report (Wapsipinicon River, Iowa) for such a survey is enclosed.

These surveys are performed on a cooperative basis with the agency desiring the information contributing 50 per cent of the cost and the Geological Survey contributing the remainder. The amount of time and the magnitude of the cost would most likely be dependent upon the topography of the site, size of the watershed contributing to the stream, and certain other factors. For example, the survey to develop the information in the enclosed report cost somewhere in the neighborhood of $8,000 with the interested agency paying half that amount; the time to develop the report is not known; however, it is believed that if we were to undertake such a program, a reasonable time limit could be established.

Would you be receptive to such a cooperative program as this with respect to our major or more troublesome crossings. The information thus obtained could be used as the necessary documentation for compliance with the B.P.R. IM 20-1-67, Evaluation of Flood Hazards-Federally Financed Highways, besides being valuable as evidence to support our position in the event of litigation arising from flood damages. It is my belief that a program such as this would be well worth the expenditure.

I shall be happy to obtain additional information concerning this program if you desire.

F. D. Morgan
Construction Engineer

By

W. H. Tebeau
Preliminary Studies Engineer

NOTED
TOM EDWARDS

WHT:fw
Attach.

File
No action
at present

3/24

RECEIVED
FEB 7 -
FOR FILING

Salem, Oregon
February 5, 1968

Willamette River Bridge
in Harrisburg
Albany-Junction City Highway

Mr. E. S. Hunter
Maintenance Engineer

Take such steps as are necessary to keep the Willamette River Bridge at Harrisburg in serviceable condition.

The State construction funds for the year 1969 have been committed. The job will have to be held over until 1970 fiscal funds are available.

In the meantime, you may proceed with the hydraulic investigation. I think this will be a very simple matter of establishment by inspection of photos taken during the 1964 flood.

Tom Edwards
Assistant State Highway Engineer

TE:jc

cc Forrest Cooper
D. I. Porter
Victor D. Wolfe

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 30, 1968

SUBJECT: Willamette River Bridge
Harrisburg - Hwy. #58

To:
Tom Edwards
Assistant State Highway Engineer
BUILDING

The southerly approach spans to the Harrisburg Bridge has become a maintenance problem for which there is no cure short of total replacement with new spans.

The approach spans consist of 66-25' P.T. spans with 4x12 and 2x2 decking and was constructed in the year 1943 by contract. Sub-standard nails were used in nailing the 4x12 and 2x2 decking. These nails have corroded and broken, thus allowing moisture to penetrate and cause decay in the decking and top of the stringers. The 25' spans deflect considerably. This condition, along with the decayed decking, makes it impossible to maintain a good wearing surface on the approach spans.

Since 1959, the decking has been patched on 50 separate occasions at a cost of $30,000; this does not include section maintenance costs for patching the wearing surface. The patching frequency has accelerated in the past two years. Decking has required patching 10 times in the last six-month's period.

Due to the deteriorated condition of the approach spans, it is recommended that they be replaced by contract during the fiscal year 1968-69.

It is also recommended that a hydraulic study be initiated to determine the length of approach required. Since the completion of the dams on Willamette River and tributaries, there is considerable area of high ground under the approach spans which is not inundated during flood stage. The hydraulic study should reveal the feasibility of placing fills on these high areas.

E. S. Hunter
Maintenance Engineer

GDA:hl

NOTED
TOM EDWARDS

8140 Santiam Hwy. at Milton St. 1975
(Lebanon) Sec. in Lebanon
(Traffic sig. installation)

CA 4997 - 7-9-74

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1150

HIGHWAY DIVISION INVOICE

NO. 119815 T.

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-16-76	cc-1580		22-0606-299

CODE: LEBANOC
City of Lebanon
ATTN: Jim Udell, City Engineer
952 Main Street
Lebanon, OR 97355

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5017(4) Santiam Hwy. at Milton Street City of Lebanon Contract No. 8140 Covered by Agreement Dated 7-3-74 CLR-DT File No. T-5017-4			
City's Share per Attached Statement $4,137.32 City's Advance Deposit 4,000.00			
AMOUNT DUE FROM CITY			$ 137.32

RECEIVED
COUNTY & CITY SECTION
JUN 17 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Lebanon
952 Main Street
Lebanon, Oregon 97355

Attention of
Mr. Jim Udell
City Engineer

Request No. (assigned by staff engineer or head of division) cc-1530

Date June 3, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5017(4)
Santiam Hwy. at Milton Street
City of Lebanon

Contract No. 8140
Covered by Agreement dated 7-3-74

Itemized Statement: CLR-OT File No. T-5017-4

Advance Deposit $4,000.00

Quantity	Unit	Description	Unit Price	Amount
		City's Share per Attached Statement	$4,137.32	
		City's Advance Deposit	4,000.00	
		Amount Due From City		$ 137.32
		(Attach itemized statement to invoice.)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 4,000.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
22-0606-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engr.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 3, 1976

CITY Lebanon **Contract No.** 8140 **Date Completed** 9-29-75

PROJECT # T-5017(4) **Section** Santiam Hwy. at Milton St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 2,865.25
Payments to Contractor	28,051.00
SFO No. 1, Controller Testing	750.00
Construction Engineering	2,834.80
Interest Paid to Contractor	11.69
TOTAL COST	$34,512.74
Federal Funds Collected	26,238.09
Amount to be Shared by State and City	$ 8,274.65

City's Share per Agreement Dated 7-3-74

50% of $8,274.65 = $4,137.32
City's Advance Deposit 4-17-75 = 4,000.00

Amount Due From City $ 137.32

Reference: Billing Form cc-1580

(MEMORANDUM) **Final Voucher** T. Lebanon

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Captiol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5017(4) LEBANON

VOUCHER PERIOD: FROM 5-1-74 TO 3-15-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$34,495.38	$33,556.83	78.19	$26,238.09	$26,238.09	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$ 0.00

RECEIVED
COUNTY & CITY SECTION
MAY 3 - 1976
☐ ENGR. ☐ COOR. ☑ ut ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

V.E. Skoog
Controller

FORM PR-20A (REV. 6 [illegible]) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Santiam Highway at Milton Street (Lebanon) Linn County					
	Preliminary Engineering Type Code P.E. State		All Required		$ 2,700.73	
	Construction Type Code Y031 Traffic Signal (Santiam Hwy. at Milton St.)(Lebanon)(Contract 8140) Final Contract Payment Summary		Lump Sum		28,051.00	
	Construction Engineering State		All Required		2,055.10	
SFO	#1 Controller Testing		All Required		750.00	
	Total Construction Engineering				$ 2,805.10	
	TOTAL PARTICIPATING COSTS				$33,556.83	
	Nonparticipating Items Interest Paid to Contractor		All Required		11.69	
	Preliminary Engineering		All Required		164.52	
	Construction Engineering		All Required		762.34	+17.36=779.70
	TOTAL NONPARTICIPATING COSTS				$ 938.55	955.91
	TOTAL COSTS				$34,495.38	34,512.74

Prepared based on costs shown on
Federal Billing as of April 15, 1976.

AMOUNT CARRIED FORWARD

FORM PR-20A (6-71)

U.S. GOVERNMENT PRINTING OFFICE : 1973 -521-266 5023 3-1

OREGON STATE HIGH" 'Y DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE L.K. Comstock 7 Co. Inc. 136 West 9th Albany, OR 97321	VOUCHER DATE 11/17/75
		TOTAL AMOUNT $ 1,402.55
WARRANT NUMBER 25918	CONTRACT NO. 8140	ESTIMATE NO. 5 Fianl
	PERIOD COVERED: to 9/29/75	

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.

For Payment of accounts incurred by the State Highway Division by authority of ORS 366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

Contr. say not paid

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

1-734-1020

RECEIVED
COUNTY & CITY SECTION
MAY 8 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGH" 'Y DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE L.K. Comstock 7 Co. Inc. 136 West 9th Albany, OR 97321	VOUCHER DATE 11/17/75	TOTAL AMOUNT $ 1,402.55

WARRANT NUMBER 25918

CONTRACT NO. 8140	ESTIMATE NO. 5 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 9/29/75		
APPROVED:		This final claim has been authorized in the above amount.
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

[illegible]

CONTRACTOR'S CERTIFICATE

I.______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

1-734-1020

RECEIVED
COUNTY & CITY SECTION
MAY 3 - 1976
☐ ENGR. ☐ COUR. ☐ UE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1023

COUNTY	LINN
HIGHWAY	SANTIAM
SECTION	SANTIAM HWY AT HILTON ST (LEBANO)
CONTRACT NO.	8140
ESTIMATE NO.	6
FEDERAL AID PROJECT NO.	T 5017004
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	351.0000	100.000	350.00	350.00	
002	1P TEMPORARY SIGNS	SQ FT	4.5000	54.000	243.00	243.00	
003	1P FLAGMEN	HOURS	14.5000	4.000	58.00	58.00	
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	27400.0000	100.000	27400.00	27400.00	
				Type Code Y031	"P" Constr. $28,051.00		

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
DATE ~~11 17 75 [illegible] 01 8140~~	TOTAL CONTRACT ITEMS	~~28051.00~~	~~28051.00~~	
PREVIOUS VOUCHER NO. 21384	- % RETAINED ON CONTRACT ITEMS	-	1,402.55	1,402.55
CHECKED BY: PGO:dk	FORCE ACCOUNT			
ENGINEER OR AUDITOR J. Martin	TOTAL PAYMENTS	28,051.00	26,648.45	1,402.55

RECEIVED
COUNTY & CITY SECTION
MAY 3 - 1976
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
-80N-1(36)	SFO	626-1081	Sundial-Troutdale Interch.	22,022.40	5-28-76
-80N-7(23)	7260	601-1067	Nelson Pt. RR Shoofly	202,956.59	"
S-550(1)	8005	507-1042	McKay Cr. Br.	51,971.77	"
-T-5029(1) -M-5029(1)	8163	33-0601 33-0602	Cherry HQ's Rd - Wright St. (The Dalles)	140,013.50	"
-5002(2)	7948	15-0605	Wightman St. - Walker Ave. (Ashland)	67,542.30	"
-5012(3)	8115	17-0604	S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass)	27,982.58	"
-5016(1)	—	31-0601	City of LaGrande (Urban Area)	3,664.87	"
-5017(4)	8140	22-0606	Santiam Hwy @ Milton St. (Lebanon)	26,238.09	"
-5025(29)	8089	3-0612	Pacific Hwy E @ Gloucester St (Gladstone)	42,072.16	"
-5028(3)	8031	24-0604	State St @ Broadway St. N.E (Salem)	98,997.11	"

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Captiol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5017(4)

VOUCHER PERIOD: FROM 5-1-74 TO 3-15-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$34,495.38	$33,556.83	78.19	$26,238.09	$26,238.09	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. [illegible] EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Santiam Highway at Milton Street (Lebanon) Linn County					
	Preliminary Engineering Type Code P.E. State		All Required		$ 2,700.73	
	Construction Type Code Y031 Traffic Signal (Santiam Hwy. at Milton St.)(Lebanon)(Contract 8140) Final Contract Payment Summary		Lump Sum		28,051.00	
	Construction Engineering State		All Required		2,055.10	
SFO	#1 Controller Testing		All Required		750.00	
	Total Construction Engineering				$ 2,805.10	
	TOTAL PARTICIPATING COSTS				$33,556.83	
	Nonparticipating Items Interest Paid to Contractor		All Required		11.69	
	Preliminary Engineering		All Required		164.52	
	Construction Engineering		All Required		762.34	
	TOTAL NONPARTICIPATING COSTS				$ 938.55	
	TOTAL COSTS				$34,495.38	
	Prepared based on costs shown on Federal Billing as of April 15, 1976.					
	AMOUNT CARRIED FORWARD. .					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973 521-266 [illegible]

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR [illegible]	PAYEE L.K. Comstock & Co. Inc. 136 West 9th Albany, OR 97321	VOUCHER DATE 11/17/75	TOTAL AMOUNT $ 1,402.55

WARRANT NUMBER	CONTRACT NO. 8140	ESTIMATE NO. 5 ~~Fianl~~ Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 9/29/75		
	APPROVED: DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________ certify that I am [illegible]

OF L.K. Comstock
(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

(Signature)

FORM 81-734-1020

CONTRACT # 814 EST 015

022 0606 214(41) 1,402.55

22-0606-206(41) 46.51

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY LINN	CONTRACT NO. 9140	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY SANTIAM	FEDERAL AID PROJECT NO. T 5017004		
SECTION SANTIAM HWY AT MILTON ST (LEBANON)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	350.0000	100.000	350.00	350.00
002	1P TEMPORARY SIGNS	SQ FT	4.5000	54.000	243.00	243.00
003	1P F[illegible]	HOURS	14.5000	4.000	58.00	58.00
004	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	27400.0000	100.000	27400.00	27400.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

TOTAL CONTRACT ITEMS	28051.00	28051.00
- % RETAINED ON CONTRACT ITEMS	-	1,402.55
FORCE ACCOUNT		
TOTAL PAYMENTS	28,051.00	26,648.45

DATE 11 17 76 PG. 01 9140

PREVIOUS VOUCHER NO. 21384

CHECKED BY: PGO:dk J.X.

ENGINEER OR AUDITOR J. Martin

ATE HIGHWAY DIVISION

PAYMENT VOUCHER

COUNTY LINN	CONTRACT NO. 8140	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY SANTIAM	FEDERAL AID PROJECT NO. T 5017004		
SECTION SANTIAM HWY AT MILTON ST (LEBANON)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	350.0000	100.000	350.00	350.00	
RY SIGNS	SQ FT	4.5000	54.000	243.00	243.00	
	HOURS	14.5000	4.000	58.00	58.00	
IC SIGNAL INSTALL COMPLETE	LUMP SUM	27400.0000	100.000	27400.00	27400.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 1 8140	TOTAL CONTRACT ITEMS	28051.00	28051.00	
1384	- % RETAINED ON CONTRACT ITEMS	-	1,402.55	1,402.55
GO:dk	FORCE ACCOUNT			
. Martin	TOTAL PAYMENTS	28,051.00	26,648.45	1,402.55

☆U.S. GOVERNMENT [illegible] OFFICE [illegible] 732 - 628

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 3/11/76	REPORT MADE BY R. Schimelfenyg, AAE		PROJECT NO. T-5017(4)
COMPLETION DATE 9/29/75	ACCEPTANCE DATE BY CONTRACT AGENCY 11/19/75	TIME ELAPSED 59 %	CONTRACT TIME 260 CD
APPROVED EXTENSIONS None	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAR 15 [illegible]

SANTIAM HIGHWAY @ MILTON STREET
LEBANON
Traffic Signal Installation

The project was recommended for acceptance in the Final Inspection conducted by P. V. Riedl, Area Engineer, on October 2, 1975. No appreciable overruns or underruns were encountered; total contact cost was $31,854.50--an underrun of 5.5%. PR-47 and materials certification are attached to the Division office copy of this report.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. Riedl,		SIGNATURE Original signed by G. K. Hossner	
TITLE Area Engineer	DATE 3/12/76	TITLE District Engineer	DATE MAR 15 [illegible]

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8140

U.S. DEPARTMENT [illegible]

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — To be completed by [illegible] Headquarters Personnel

18 19

CARD A

PART A To be completed by FHWA [illegible]

STATE: Oregon

Linn

T-5017(4)

XX

ITEM

CONSTRUCTION TYPE [illegible]: YC31

20 FINAL CONSTRUCTION [illegible]: 28,801

21 LENGTH [illegible]: 0 — 0

June 17, 1975

COMPLETED: September 29, 1975

0

PART B

30 LABOR — TOTAL MAN HOURS: 365 — GROSS EARNINGS: 3,301

CARD B

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES: 17,400

9 [illegible]: 150

1 CEMENT

CARD C

2

92

3 BITUMINOUS MATERIAL

4 [illegible]

CARD D

5 TIMBER

7 [illegible]: 594

8 [illegible]

10 [illegible]

CARD E

11 [illegible]: 12

12 [illegible]

15

95

CARD F

16 [illegible]

17 [illegible]

18 GUARDRAIL

19 BRIDGE RAIL

CARD G

23 FINAL CONTRACT [illegible]

24 FINAL CONTRACT [illegible]

48

FORM PR-47

REV. [illegible]

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 [illegible] project involving Federal [illegible] the installation of protective [illegible] that are [illegible] Federal [illegible] Federal Highway [illegible]

[illegible] Report [illegible]

[illegible] only the original [illegible] "fast" copies [illegible]

[illegible] to the nearest whole unit [illegible] should be reported to the nearest dollar.

[illegible]

Part A [illegible] INFORMATION [illegible] ADMINISTRATION [illegible] 20-6-3 and 4 [illegible]

"Final Construction Cost" [illegible]

"Length of Project" [illegible]

Part B [illegible] INFORMATION [illegible] IMMEDIATELY UPON COMPLETION [illegible]

Specific instructions for the following [illegible]

Item 1 [illegible]

Form PR-47 [illegible]

Items 2 and 92 [illegible] purchased from [illegible] tons [illegible] Do not [illegible] and 12 Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet (MFBM) [illegible]

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

November 20, 1975

AIR MAIL
Seaboard Surety Company
90 William Street
New York, New York

Gentlemen:

On November 19, 1975, we wrote to you concerning release of final payment on Contract No. 8140 awarded to L. K. Comstock & Company, Inc. for work on Milton Street in the City of Lebanon of the Santiam Highway in Linn County.

Final payment on this contract is $1,402.55 and the total contract amount is $28,051.00. No work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

rw

cc: L. K. Comstock & Company, Inc.
136 West 9th Avenue
Albany, OR 97321

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Macek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Santiam Hwy @ Milton St. (Lebanon)	WEEK ENDING October 4, 1975	
	SECTION PREFIX 22-0606	
HIGHWAY S. Santiam	COUNTY Linn	

NAME OF JOB: Santiam Hwy @ Milton St.

CONTRACTOR: L. K. Comstock & Co., Inc.

DATE OF CONTRACT: April 17, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 0

PROJECT AUTHORIZATION: $ 33,691.63

EXCLUSIVE OF ENGINEERING: $ 30,749.13

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,912.00

ESTIMATED PERCENT: UNDERRUN 6.0 %

KIND OF WORK: Traffic Signal Installation

CONTRACT NUMBER: 8140

FEDERAL AID PROJECT NUMBER: T-5017(4)

DATE WORK STARTED: June 17, 1975

ESTIMATED COMPLETION DATE:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 260

CALENDAR DAYS USED: 154

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 59%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ENGINEERING AUTHORIZATION: $ 2,942.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%

ENGINEERING COST TO DATE: $ 2,200

DATE PROJECT WAS COMPLETED: September 29, 1975

PERCENT OF AUTHORIZATION: 75 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	28	Fair	1		
MONDAY	29	Fair	1		
TUESDAY	30	Fair	0		
WEDNESDAY	1	Fair	0		
THURSDAY	2	Overcast	0		
FRIDAY	3	Rain	0		
SATURDAY	4		0		

RECEIVED
6 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sept. 28 SUNDAY	No Activity
29 MONDAY	Final Inspection
30 TUESDAY	No Activity
Oct. 1 WEDNESDAY	Contractor performed misc. cleanup items.
2 THURSDAY	
3 FRIDAY	
4 SATURDAY	

REMARKS

[illegible]

[illegible]

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

MONTHLY TRANSACTION NUMBER 5 19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-28-75	COUNTY Linn
MODIFICATION NUMBER 1		PROJECT NUMBER T-5017(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 19~~75~~ 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,000	$ 34,797
Federal Funds	$ 750	$ 27,123
Other revisions		

This modification is made for the following reasons:

Contracting of project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
[illegible] L. Green

Oregon State Highway Division

Federal-aid Project
No. T-5017(4)

SANTIAM HIGHWAY AT MILTON STREET (LEBANON)

SANTIAM HIGHWAY IN LINN COUNTY

Salem, Oregon, April 18, 1975

Project Agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signal (Santiam Hwy. at Milton St.) (Lebanon)

Temporary Protection and Direction of Traffic	All Required		$ 350.00
Temporary Signs	110 sq.ft.	4.50	495.00
Flagmen	40 hour	14.50	580.00
Traffic Signal Installation, Complete	All Required		27,400.00
	Subtotal		$28,825.00
	Engineering		2,382.00
	Engineering (Signal Controller Testing)		500.00
	Total		$31,707.00

Length of Project - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 3,000.00	$ 2,344.00	$ 328.00	$ 328.00
Traffic Signals	31,707.00	24,779.00	3,464.00	3,464.00
	$34,707.00	$27,123.00	$3,792.00	$3,792.00

Group - 1 - 100%
Contract No. 8140
Prefix No. 22-0606

SANTIAM HIGHWAY AT MILTON ST. (LEBANON)

Nonparticipating - Statework

Permanent Pavement Striping	All Required	$ 100.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-86	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* May 10, 1974	COUNTY Linn PROJECT NO. T-5017(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 at Jct. Milton St. (Lebanon)

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Field Work	5-1-74	0.0
RIGHTS-OF-WAY			
CONSTRUCTION			
OTHER *(Specify)*			

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT $ 1,000	FEDERAL FUNDS $ 750

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By Ed Hunter
Assistant State Highway Engineer
(Title)
By ____________________
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 10, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

Project Agreement Estimate.

Salem, Oregon

Mile

SUMMARY O

Total
Cost

$ 1,000.00

1,000.00
18,000.00
$20,000.00

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5017(4)

SANTIAM HIGHWAY AT MILTON STREET (LEBANON) SECTION OF THE SANTIAM HIGHWAY IN LINN COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$1,000.00
	Total	$1,000.00

Length of Project - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,000.00	$ 750.00	$ 125.00	$ 125.00
Retain in Program				
P.E. (PS&E Preparation)	1,000.00	750.00	125.00	125.00
Contract Work	18,000.00	14,000.00	2,000.00	2,000.00
Total	$20,000.00	$15,500.00	$2,250.00	$2,250.00

Prefix: 22-0606

Group 1 - 100%

U. S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE RAL AID PROJECT NO.
T-5017(4)

STATE PROJECT NO.
SANTIAM HIGHWAY AT MILTON (LEBANON) ST. SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-93

COUNTY NAME
LINN

PROGRAM STAGE (Check)
☐ ☒

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

EIVED
E HWY ENGR
MAR 5 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED
FEBRUARY 25, 1975

DATE AUTHORIZATION EFFECTIVE
FEBRUARY 25, 1975

FEDERAL ROUTE NUMBER
PRIMARY ROUTE #37

STATE ROUTE NUMBER
SANTIAM HIGHWAY ROUTE #16

GENERAL LOCATION:
LEBANON

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

DATE
3-3-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

C cc: R/W

CONSTRUCTION
REGION 2

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. TOPICS Proj. T-5017(4)

Project Name Santiam Highway at Milton Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

DNA ☐ [illegible] accordance with the Uniform Relocation Assistance [illegible] Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations [illegible] provided relocation payments, if eligible, [illegible] relocation assistance. Displaced individuals [illegible] families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities [illegible] the right-of-way of the above referred to Federal Aid project [illegible] been authorized by permit, franchise, or other approved proced[illegible]

[illegible] at Lebanon, Oregon,

[illegible] 24 day of Jan, 1975.

City of Lebanon

Mayor

Recorder

R/W File [illegible]

T

CC: TRAFFIC
ROAD DESIGN
CONSTRUCTION

REGION 2

ECEIVED
UNTY & CITY SECTION
JAN 29 1975
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5017(4)
Project Name: Santiam Highway at Milton St.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at corn of 4th and Oak. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Lebanon, Oregon, this 24 day of Jan, 1975.

CITY OF LEBANON

By

Title

By

Title City Administrator

---

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5017(4)

STATE PROJECT NO.
SANTIAM HIGHWAY AT MILTON STREET

COUNTY NAME
LINN

PROGRAM STAGE (Check)
___ 1. _X_ 2.

PROGRAM NO.

ITEM NO.
T-93

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 26, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 37

STATE ROUTE NUMBER
SANTIAM HIGHWAY PRIMARY ROUTE 16

GENERAL LOCATION
CITY OF LEBANON

GENERAL DESCRIPTION OF WORK
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)
LOCATION/DESIGN APPROVAL.

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION: ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
AS REQUESTED IN MR. RULIEN'S NOVEMBER 14, 1974 LETTER WE CONCUR THAT THE TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2, PARAGRAPH 5c OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT. LOCATION/DESIGN APPROVAL FOR THE SUBJECT PROJECT IS HEREBY GRANTED.

DATE
12-2-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

R

PRO 6-2

November 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Santiam Hwy. at Milton St.
(Lebanon) Sec.
Project No. T-5017(4)
Linn County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing intersection of Main Street (Santiam Hwy. — US 20) at Milton Street in the city of Lebanon.

b. The design consists of installation of a multi-phase full traffic and pedestrian actuated traffic control signal, loop detectors and additional signal heads for left-turn movements.

More complete location/design details are contained in the enclosed study report, which consists of the following documents

MC

R

PRO 6-2

November 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Santiam Hwy. at Milton St.
(Lebanon) Sec.
Project No. T-5017(4)
Linn County

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Location/Design:

a. The location is the existing intersection of Main Street (Santiam Hwy. -- US 20) at Milton Street in the city of Lebanon.

b. The design consists of installation of a multi-phase full traffic and pedestrian actuated traffic control signal, loop detectors and additional signal heads for left-turn movements.

More complete location/design details are contained in the enclosed study report, which consists of the following documents

1 copy - Study Report (County-City Unit letter of November 8, 1974)

1 copy - City of Woodburn "TOPICS Project Request" dated February 28, 1974

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth hereinabove is suitable for the project.

The project is exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements dated April 28, 1970 and August 7, 1970, respectively.

The "Negative Declaration" for the project received FHWA concurrence on November 4, 1974.

We further request your concurrence that the provisions pertaining to notification of location/design approval actions set forth in Vol. 7, Chap. 7, Sec. 5 and part of Sec. 6 (PPM 20-3) of the Federal-aid Highway Program Manual are not applicable to this project under the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2, Subsec. 2, Par. 5c of the preceding manual.

Also, we request for the project your authorization to proceed with the phase of preliminary engineering necessary to obtain P.S. & E. approval.

JG:bb

Enclosures
cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. L. Verstegen
[illegible] D. Loy
[illegible] Swan
[illegible] Clifford

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1974

TO Glen Green, Division Engineer
Federal Highway Administration

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Santiam Highway at Milton Street
TOPICS Project T-5017(4)
City of Lebanon, Oregon
Linn County

This negative declaration is to accompany our request for location-design approval of the subject federal-aid TOPICS project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located in the city of Lebanon, Linn County, Oregon, at the intersection of Santiam Highway and Milton Street, approximately 800 feet south of the Santiam couplet through central Lebanon.

The proposed project will consist of installation of a five-phase traffic control signal, loop detectors, and additional signal heads. The new facility will provide a semi-traffic-actuated moderating system at the intersection. The estimated cost of the project is $20,000.

PURPOSE OF PROJECT The project is intended to alleviate major delays in traffic flow and reduce the safety hazards that now occur as traffic attempts to move through the intersection of Santiam Highway and Milton Street. The major difficulty is in left-turn movements from the Santiam Highway to Milton Street. Left turns from Milton Street to the Santiam Highway

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

are also hazardous. The project will allow left turns without excessive build-up in left-turn lanes and will prevent traffic from attempting to turn left when there is questionable clearance.

EXISTING ENVIRONMENTAL SETTING

Santiam Highway (FAP 16) is a major east-west highway extending through the city of Lebanon on a north-south alignment. The highway serves not only as a major highway between central Oregon and the Willamette Valley, but as a major arterial through the city of Lebanon. It is moderated by traffic signals through the city. The average daily traffic volume is 13,709 vehicles in the project area. At Milton Street intersection the highway is four-laned with an additional left-hand turning refuge. Commercial development is extensive through the city north and south of the intersection. Commercial access is unlimited along the highway.

Milton Street is a major east-west street approximately 800 feet south of the Santiam Highway couplet through central Lebanon. The street is a two-laned facility through the intersection. On the west side of the intersection at 2nd Street, Milton Street becomes "E" Street. "E" Street is a two-lane facility. The daily traffic volume is 3,205 vehicles through the project area.

Milton Street extends through a single-family residential area of Lebanon. The eastern terminus of Milton Street is a log pond. Log trucks traveling to and from the pond turn from the Santiam Highway onto Milton and vice-versa. The western terminus of Milton Street is one block west of the Santiam Highway, at which point Milton Street becomes "E" Street. "E" Street continues through a residential area and terminates at Cox Creek.

Presently, traffic from the north, the primary commercial area of Lebanon, and from the south is attempting to turn onto Milton Street. The intersection is moderated by a two-phase traffic-actuated signal. Traffic attempting to turn left during peak hours does not move smoothly, due to a build-up of vehicles in the left-turn lanes, which overflow into the through traffic. Accidents are frequent, totaling eight over the last four years, involving five injuries and one fatality. Due to these adverse conditions the project is first on the transportation improvement priorities for the city of Lebanon.

Land use at the intersection is presently commercial development.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The installation of a five-phase signal, including a left-turn signal, will allow safer movement within the intersection and will reduce traffic delays. The project will require no additional right-of-way. Land uses are not expected to change at the intersection. Noise levels will not be affected to a measureable degree. Any change in the dBA register would not have an adverse or beneficial impact upon the surrounding environment. Air quality would not be significantly altered at the intersection, and the impact would not affect the existing environment.

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installation
vided for the p
eriod.

Under Federal hi
aragraph 2(a), and
t is exempt from the
view. A public hea
h 6c of Policy and

the conclusion of
that this proposal
n" as defined in Po
1, Appendix F, parag
ed; and that there w
the proposal expecte
y adversely affect th

Temporary interruptions in traffic flow can be expected during installation of the signal. Adequate flagging and signing will be provided for the protection and guidance of traffic during the construction period.

Under Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and by agreement with the State, this project is of a type that is exempt from the State Clearinghouse and District 4 Clearinghouse review. A public hearing is not required, under the provisions of paragraph 6c of Policy and Procedure Memorandum 20-8.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that this proposal does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2 through 4; that no right-of-way will be required; and that there will be no major change in traffic patterns; nor is the proposal expected to affect existing or planned land use or significantly adversely affect the social or natural environment.

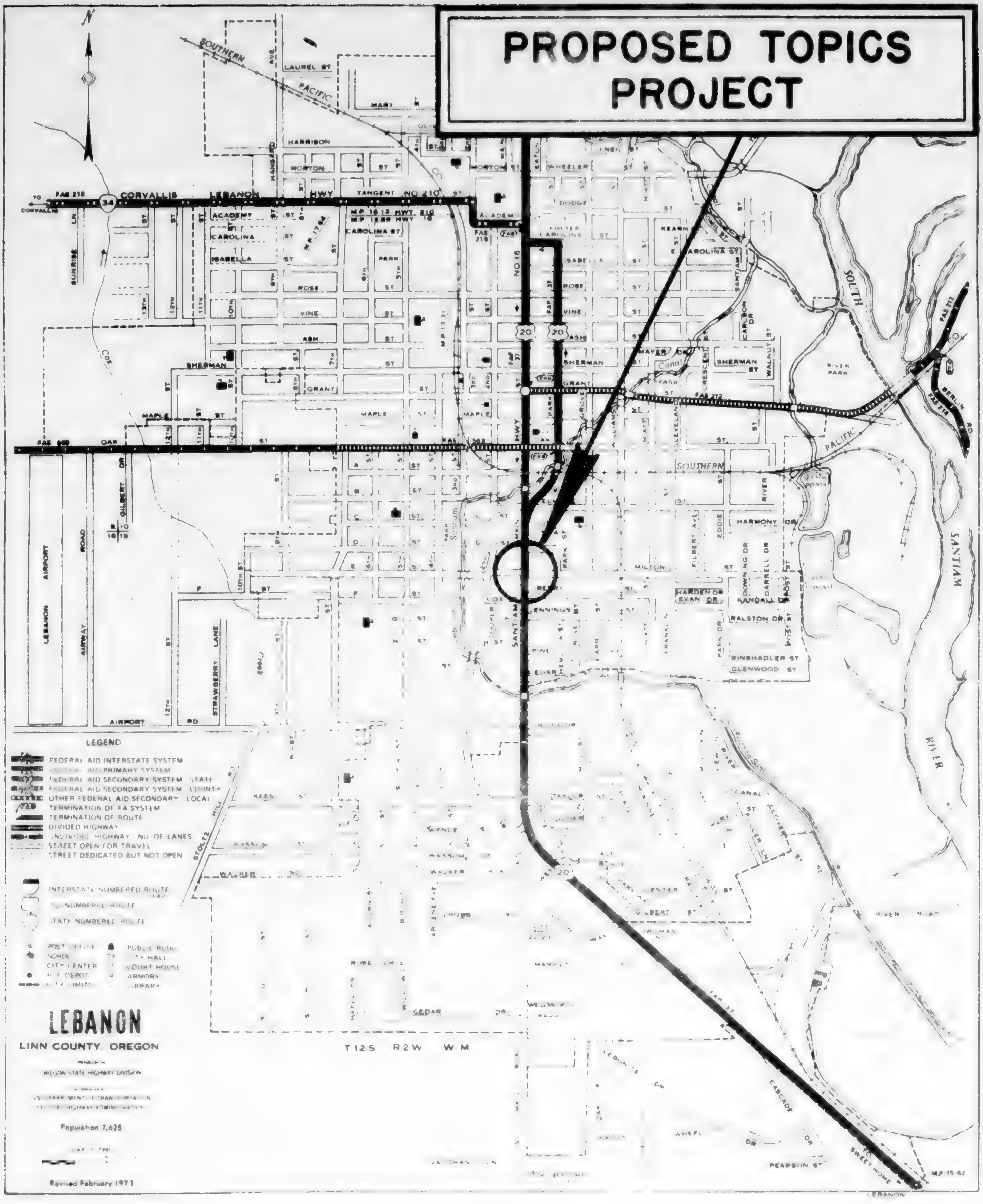
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division.

Concur ______________________ Date [illegible]
Division Engineer

MH:ss

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson
Gary Zehner


PROPOSED TOPICS PROJECT
N
TO CORVALLIS
FAS 210
CORVALLIS LEBANON HWY TANGENT NO 210
34
SOUTHERN PACIFIC
LAUREL ST
MARY
HARRISON
MORTON
ACADEMY ST
CAROLINA ST
ISABELLA
ROSE ST
VINE ST
ASH ST
SHERMAN
GRANT
MAPLE ST
OAK ST
FAS 569
M.P. 10.13 HWY 210
M.P. 12.59 HWY 16
WHEELER
KEARNEY
SANTIAM HWY NO 16
20
FAP 37
SOUTH SANTIAM RIVER
RIVER PARK
FAS 212
BERLIN RD
FAS 214
CARLSON DR
WALNUT ST
CLEVELAND
HARMONY DR
MILTON ST
FILBERT AVE
EDDIE
DOWNING DR
DARRELL DR
RANDALL DR
RALSTON DR
GLENWOOD ST
BINSHADLER
JENNINGS
LEBANON AIRPORT
AIRWAY ROAD
AIRPORT RD
STRAWBERRY LANE
GILBERT DR
SUNRISE LN
STOLTZ HILL RD
WALKER
CEDAR DR
CASCADE DR
PEARSON ST
TO SWEET HOME
M.P. 15.62
T 12 S R 2 W W M
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG
SCHOOL
CITY HALL
CITY CENTER
COURT HOUSE
R.R. DEPOT
ARMORY
CITY LIMITS
LIBRARY
LEBANON
LINN COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 7,625
Revised February 1973

T

MAYOR:
RICHARD H. RENN

ADMINISTRATOR:
ROBERT E. NOREN

CITY ATTORNEY:
WARREN GILL

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355
PHONE 258-3185

COUNCILMEN:
ELDON McCLAIN
LYLE WINTERS
WILLIAM MacLEAN
KENNETH SWANSON
ARTHUR DENKER
CHARLES D. ZEEK

[illegible]ptember 13, 1974

Mr. H. [illegible] Cox
County and City Engineer
Oregon State Highway Bldg.
Room [illegible]
Salem, Oregon [illegible]

Re: [illegible]

[illegible]

[illegible] approval of [illegible].

[illegible]

[illegible] contract[illegible].

[illegible]

RECEIVED
COUNTY & CITY SECTION
SEP 18 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ RPE ☐
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

LEBANON — Where Industry and Agriculture Meet

DISCUSSION OF ENVIRONMENTAL IMPACT

The installation of a left turn signal will allow safer movements within the intersection, increase the capacity of [illegible] street and reduce traffic delays. No right-of-way is needed and no other land uses will be affected by the project.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the [illegible] staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix 5, paragraphs 1 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Very truly yours,

[illegible]

[illegible]

140

R

July 9, 1974

City of Lebanon
City Hall
Lebanon, OR 97355

Attention: Robert Noran
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 411

Gentlemen:

Attached for your files, is a fully executed copy of a TOPICS agreement covering a traffic control signal on the Santiam Highway at Milton Street in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

J. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

TRANSACTION NUMBER 5-31

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-1-74
BY (Signature): L. W. RULIEN'S APRIL 29, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 93 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
93	T-5017(4)	0.0	20,000	15,500	SANTIAM HIGHWAY AT MILTON STREET (LEBANON) LINN COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS.

Y ENGR
1974

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN DESIGN APPROVAL.

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-1-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8140

R

April 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5017(4)

We are submitting program data for one TOPICS project, Item No. 93, Project No. T-5017(4) "Santiam Highway at Milton St. (Lebanon) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as design approval is granted.

The project is exempt from State Clearinghouse and District 4 Clearinghouse review and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

DRH:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-29-74

Budget

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) US 20 at Jct. Milton St. (Lebanon) 21 65	ADT	PRESENT 14,500	FUTURE 24,000 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJEC PREFIX LETTER(S) 14	T-

CARD 4	CLASS OF FEDERAL FUNDS TOPICS		
	NAME OF URBAN AREA 17-31 Lebanon	COUNTY NAME Linn	
		ROUTE NO. T P	FEDERAL-AID 37 (82) STATE 16

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)	
5					PE		US 20 at Jct. Milton St. (Lebanon)	0.0	2,000	1,500	250
5					ROW						
5					CONST (CODE) (Safety) Y031		"Santiam Hwy. at Milton St. (Lebanon) Section"	0.0	18,000	14,000	2,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	20,000	15,500	2,250
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS

FHWA
5-1-74

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

4-29-74

ROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 20 at Jct. Milton St. (Lebanon)		14,500	24,000	94	10	Oregon	41	077	93

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signals								T-	5017	(4)		

DS TOPICS

Lebanon

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
T P	37	16	20

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 20 at Jct. Milton St. (Lebanon)	0.0	2,000	1,500	250	250 (City)	P.E. all phases; install traffic control signals.
ROW								
CONST (CODE) (Safety) Y031		"Santiam Hwy. at Milton St. (Lebanon) Section"	0.0	18,000	14,000	2,000	2,000 (City)	ROW - 80' normal; access control - none parking restrictions- none.
BY		PROJECT TOTALS	0.0	20,000	15,500	2,250	2,250 (City)	

APPROVAL DATES

WA
-74

REMARKS

-OVER-

USCOMM DUSCOMM-DC 43800-P61

SANTIAM HIGHWAY AT MILTON ST. (LEBANON) SECTION
Project No. T-5017(4)

Existing Facilities: 2-phase traffic actuated control signal at intersection.
Santiam Highway - - 64' four-lane curb section, AC surface, 12' median, sidewalks.
Milton Street (East of Highway) - - 28' two-lane curb section, AC surface, sidewalks.
"E" Street (West of Highway) - - 32' two-lane curb section, PCC surface, sidewalks.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace existing traffic control signal with a 5-phase controller, loop detectors, and additional signal hoods.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Lebanon Airport lies westerly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 4 Clearinghouse review and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - -	$1,000
PS & E Prep - - - - - - - - -	1,000
Total	$2,000

b. 100% of project is on FA Primary System.

NOTE: The project is in Congressional District No. 4.

Form E-30 (Rev 8-71)

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section Santiam Hwy at Milton St (Lebanon) Traffic Signals

Highway Santiam

County Linn

Date April 8, 1974

Authorization No. 1

Survey Prefix 22-0606 (Assigned by Salem office)

Description of termini, route, length, etc.:

T-5017(4)

Milton Street intersection with Santiam Hwy. To convert existing 2-phase traffic-actuated signalization to a 5-phase controller system with loop detectors and additional signal heads to reduce traffic hazards created by unmakred left-turn lane.

Purpose of survey:

To obtain field data and prepare vicinity map of intersection for the proposed traffic signal modification. This is a TOPICS project.

Estimate of cost:

Field	(901)	$900
Traffic	(911)	800
Specifications	(921)	300

TOPICS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-1-74
FED. AID T[illegible] STATE

Form E-39 (Rev. 9-71)

T

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Santiam Highway @ Milton Street (Lebanon)

Date April 2, 1974

Highway Santiam

Authorization No. 1

County Linn

Survey Prefix 22-0606 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
AUG 12 1974
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey: Prepare plans, estimate, and specifications for traffic signal installation.

Estimate of cost:

Resident Engineer	(901)	$600.00
Final Design	(905)	150.00
Traffic	(911)	800.00
Specifications	(921)	250.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

XXXXXXXXX
Traffic Office Engineer

Recommended for Approval:

XXXXXXXXXX
Traffic Control Engineer

Recommended for Approval:

XXXXXXXXX
Traffic Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

X

March 20, 1974

File with Sec. of State

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the March 27 meeting requests from eight cities for approval of TOPICS project applications.

Coos Bay's project involves traffic signal replacement at four intersections on the Oregon Coast Highway. The total project cost is estimated to be $64,000, of which the State and City will each pay approximately $10,000.

Forest Grove's project consists of upgrading traffic signals at nine intersections on the Tualatin Valley Highway (Pacific Avenue-19th Avenue Couplet). The total project cost is estimated to be $22,000, of which the State and City will each pay approximately $2,500.

Gladstone's project consists of the installation of a traffic control signal on the Pacific Highway East (McLoughlin Blvd.) at Gloucester Street. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

The Grants Pass project consists of the installation of traffic control signals at two intersections on the Redwood Highway (S.E. 7th Street at S. E. "L" Street and N.E. 9th Street at N.E. "F" Street). The total project cost is estimated to be $39,000, of which the State and City will each pay approximately $4,500.

Lake Oswego's project is for the installation of traffic control signals on the Oswego Highway (State Street) at Foothills Road. The total project cost is estimated to be $24,000, of which the State and City will each pay approximately $3,500. ✓

Lebanon's project involves the modifications of an existing traffic control signal on the Santiam Highway at Milton Street.

The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $5,000.

Newberg's project consists of upgrading traffic control signs on a citywide basis and the realignment of the intersection of Illinois and Main Streets (Yamhill-Newberg Highway). The total project cost is estimated to be $13,000, of which the State and City will each pay approximately $1,500.

Roseburg's project involves the modification of existing traffic control signals on the Oakland-Shady Highway (Stephens Street) at Diamond Lake Boulevard. The total project cost is estimated to be $20,000, of which the State and City will each pay approximately $2,000.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program.

I recommend your approval and request authority to sign project agreements for and on your behalf.

bc: C. W. Head ✓
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. E. George
L. W. Rulien
V. E. Skoog
J. H. Versteeg
Victor D. Wolfe
H. S. Cox
E. L. Hardt
C. O. Fredrickson
A. Shirley
W. E. Schwartz
Gary Sund
R. E. Whipps

RB:ljt cm

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971, 1972 & 1973 Projects

CITY	SECTION	PROJECT ESTIMATE	FEDERAL SHARE	STATE SHARE
COOS BAY	Curtis Avenue-Johnson Avenue, Oregon Coast Highway	$ 64,000	$ 34,000	$10,000
FOREST GROVE	Main Street-Hawthorne Street, Tualatin Valley Highway	22,000	17,000	2,500
GLADSTONE	Pacific Highway East @ Gloucester Street	30,000	23,000	3,500
GRANTS PASS	SE 7th Street @ SE "L" Street & NE 9th Street @ NE "F" Street	39,000	30,000	4,500
LAKE OSWEGO	Oswego Highway @ Foothills Road	24,000	17,000	3,500
LEBANON	Santiam Highway @ Milton Street	20,000	10,000	5,000
NEWBERG	Main Street @ Illinois Street	13,000	10,000	1,500
ROSEBURG	Oakland-Shady Hwy. @ Diamond	20,000	16,000	2,000
	TOTAL NEW PROJECTS	$232,000	$157,000	$32,500

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970,71&72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	422,000	4,575,000
Balance	---	448,000	448,000
Proposed Projects: 3/27/74	---	157,000	157,000
Unprogramed Balance	---	$291,000	$ 291,000

74-c
3/18/74

CITY OF LEBANON
PROPOSED TOPICS PROJECT

Santiam Highway (FAP 37) @ Milton Street (Lebanon) Section.

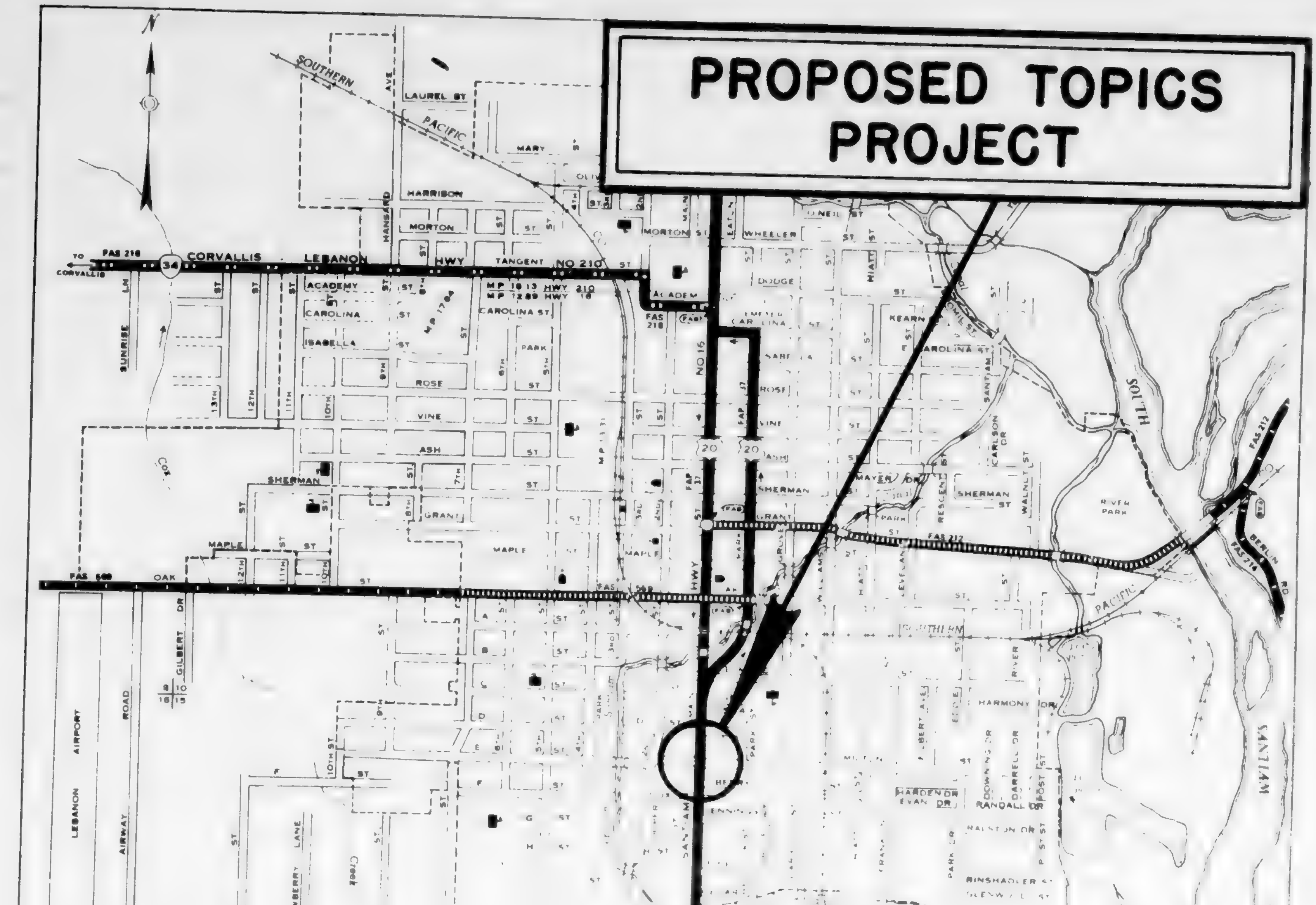
Traffic signal modification, $20,000.

Install 5-phase controller, loop detectors, and additional signal heads.

A public hearing will not be required.

This project is exempt from District 4 and State Clearinghouse review per working agreements dated August 7, 1970 and April 28, 1970 respectively.

74-c
3/18/74



PROPOSED TOPICS PROJECT

January 30, 1974

Mr. Robert E. Noren
City Administrator
City Hall
Lebanon, Oregon 97355

Re: TOPICS Fund Use Deadline

Dear Mr. Noren:

On October 9, 1973 a letter was sent to you in regard to a March 1, 1974 deadline for use of your remaining Federal Aid TOPICS funds. This letter is intended to again bring this deadline to your attention.

At the present time the City of Lebanon has a remaining balance of approximately $10,000 of Federal funds. When matched with City and State funds, this amount would allow for a potential project of approximately $14,000.

Your earliest response as to your intended use or non-use of these funds would be appreciated.

Very truly yours.

H. S. Cox
County and City Engineer

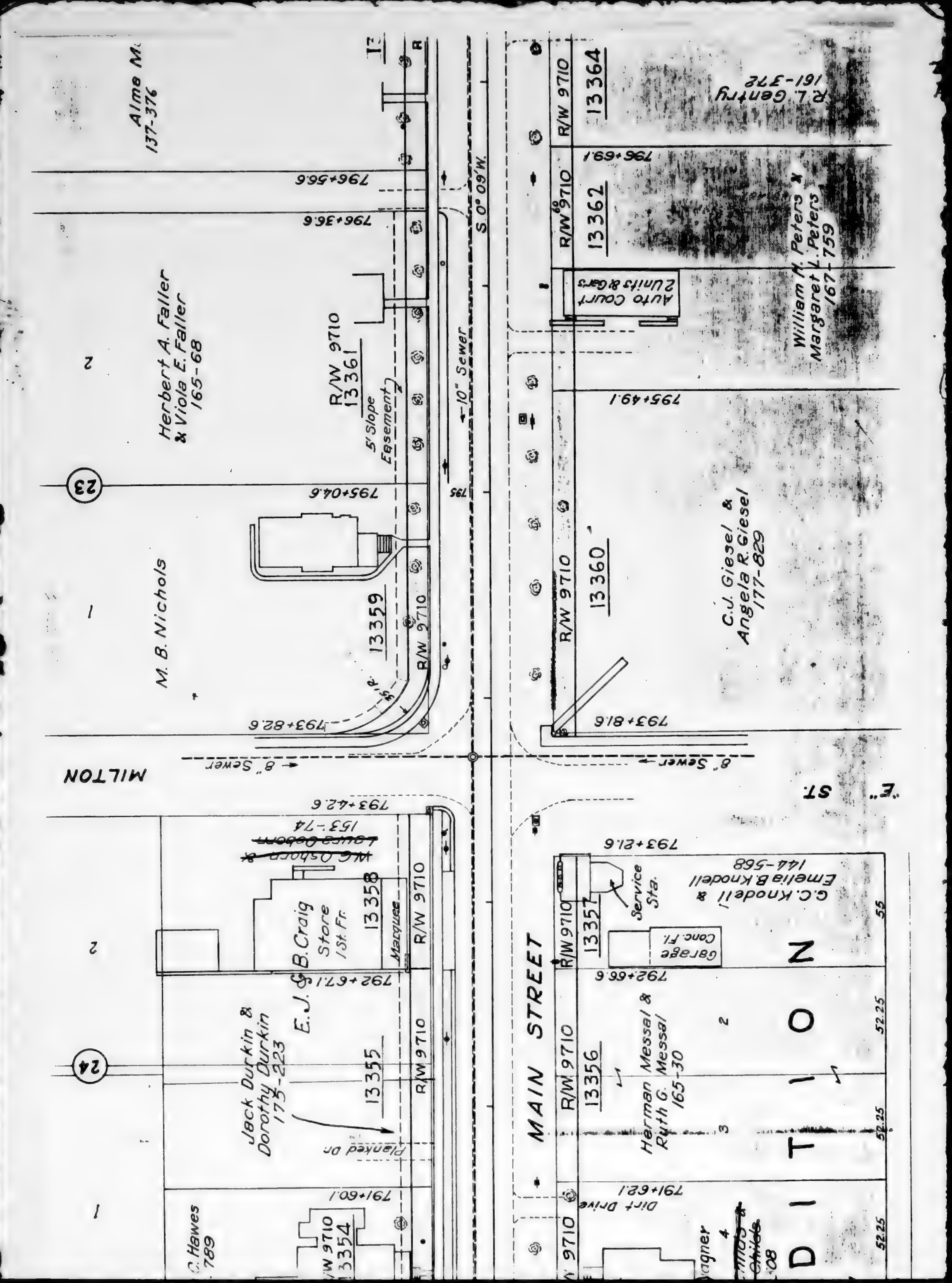
By

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
C. O. Fredrickson

ENGR. [illegible] HE [illegible] UE


Alma M
137-376
796+56.6
796+36.6
Herbert A. Faller
& Viola E. Faller
165-68
2
R/W 9710
13361
5' Slope
Easement
10" Sewer
S. 0° 09' W.
795+04.6
795
23
M. B. Nichols
1
13359
R/W 9710
793+82.6
MILTON
8" Sewer
793+42.6
~~W.G. Osborn &~~
~~Laura Osborn~~
153-74
E. J. & B. Craig
Store
1st Fr.
13358
Marquee
R/W 9710
2
792+67.1
Jack Durkin &
Dorothy Durkin
175-223
24
13355
R/W 9710
Planked Dr.
791+60.1
1
C. Hawes
789
R/W 9710
13354
R/W 9710
13364
R.L. Gentry
161-372
796+69.1
R/W 9710
13362
William H. Peters &
Margaret L. Peters
167-759
Auto Court
2 Units & Gars
795+49.1
R/W 9710
13360
C.J. Giesel &
Angela R. Giesel
177-829
793+81.6
8" Sewer
"E" ST.
793+81.6
G.C. Knodell &
Emelia B. Knodell
144-568
Service
Sta.
R/W 9710
13357
Garage
Conc. Fl.
55
MAIN STREET
792+66.6
2
R/W 9710
13356
Herman Messal &
Ruth G. Messal
165-30
3
52.25
791+62.1
Dirt Drive
9710
4
agner
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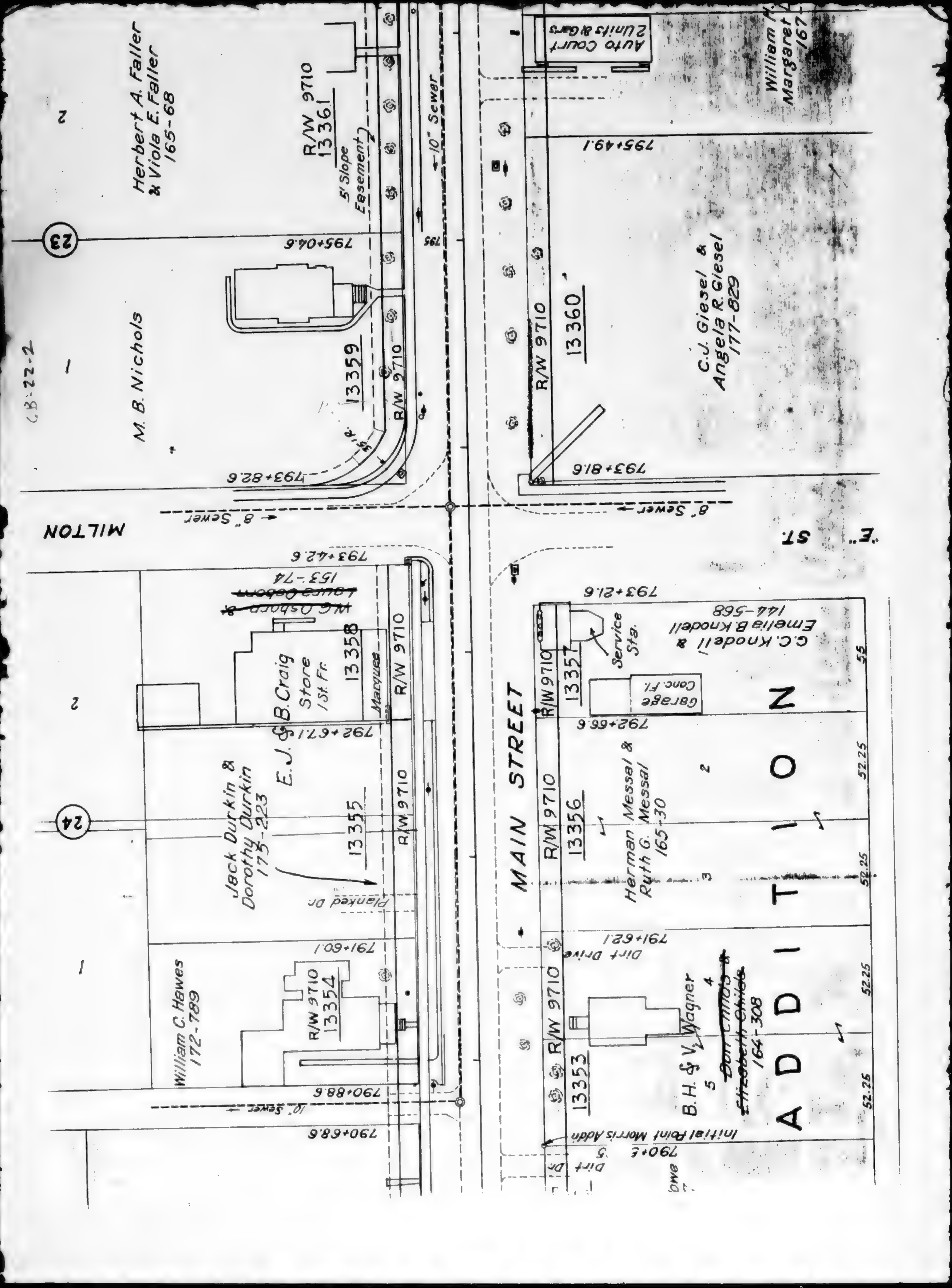
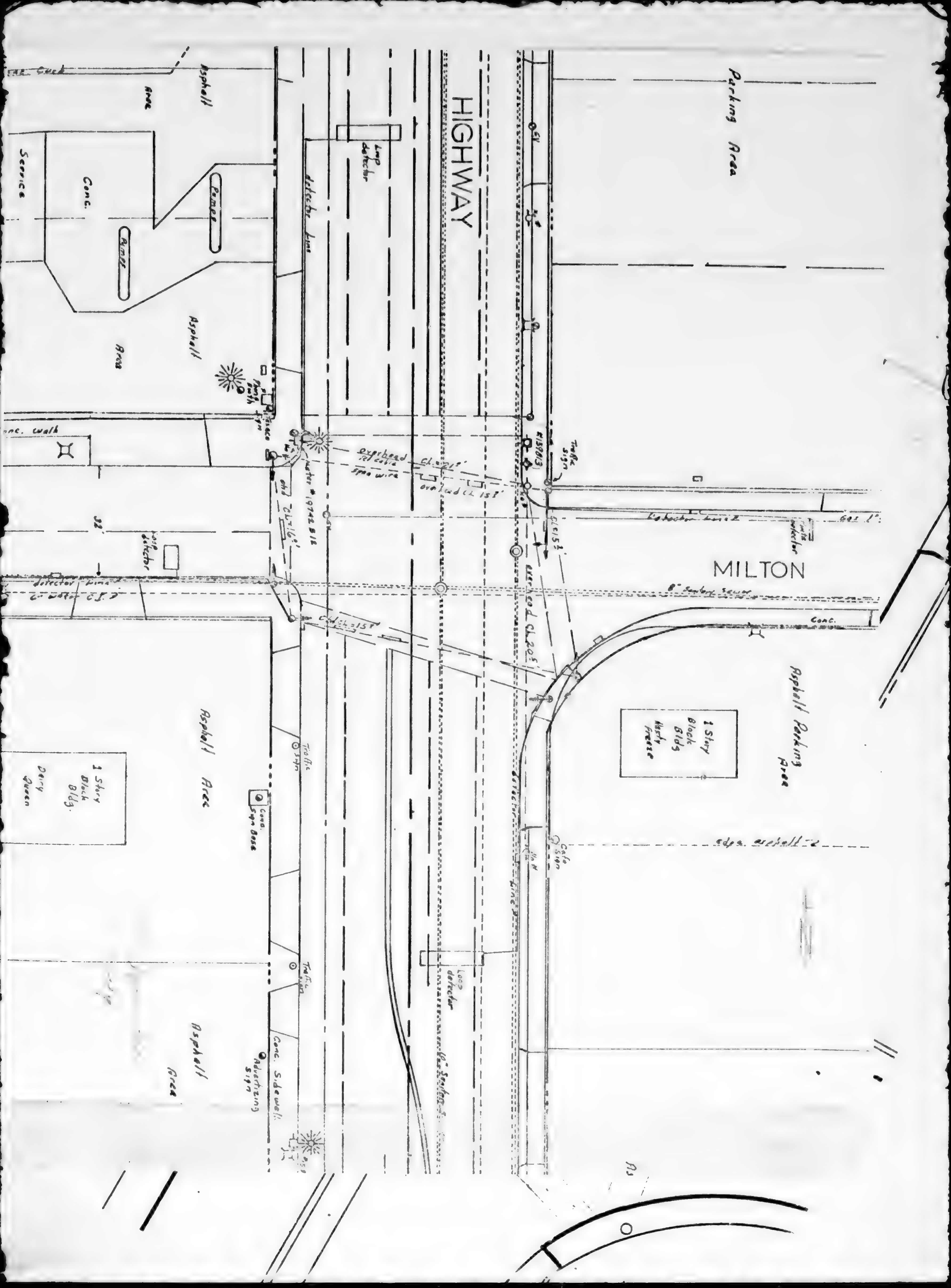
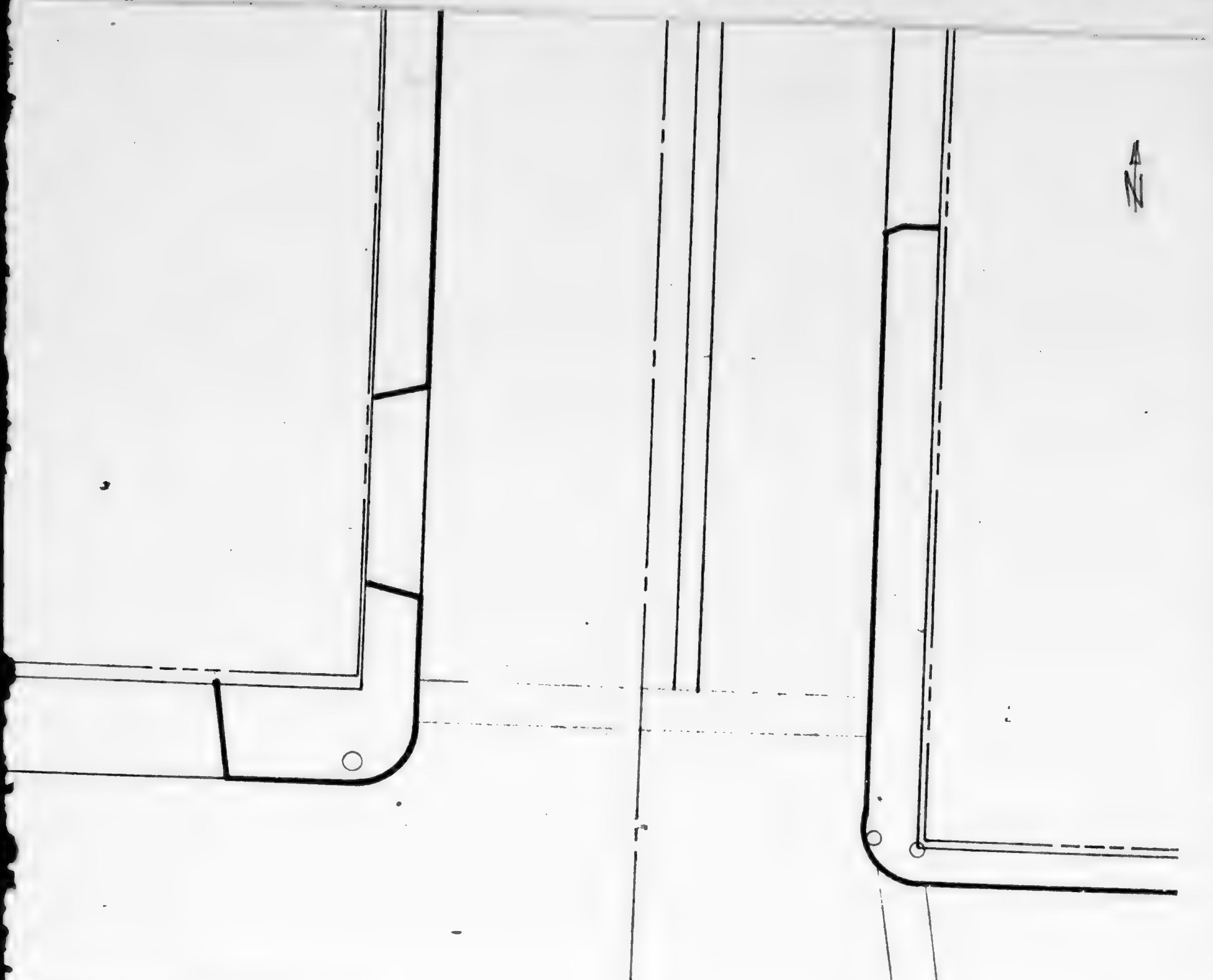
D I T I O N
52.25
52.25


Herbert A. Faller
& Viola E. Faller
165-68
2
R/W 9710
13361
5' Slope
Easement
10" Sewer
Auto Court
2 Units & Gars
William H.
Margaret
167
795+49.1
23
795+04.6
795
M. B. Nichols
1
CB:22-2
13359
R/W 9710
R/W 9710
13360
C.J. Giesel &
Angela R. Giesel
177-829
793+82.6
793+81.6
8" Sewer
8" Sewer
MILTON
"E" ST.
793+42.6
~~W.G. Osborn &~~
~~Laura Osborn~~
153-74
793+21.6
13358
E. J. & B. Craig
Store
1st Fr.
Marquee
R/W 9710
Service
Sta.
G.C. Knodell &
Emelia B. Knodell
144-568
R/W 9710
13357
Garage
Conc. Fl.
55
2
792+67.1
792+66.6
MAIN STREET
Jack Durkin &
Dorothy Durkin
175-223
13355
R/W 9710
24
Planted Dr.
R/W 9710
13356
Herman Messal &
Ruth G. Messal
165-30
2
3
52.25
52.25
ADDITION
791+60.1
791+62.1
Dirt Drive
1
William C. Hawes
172-789
R/W 9710
13354
R/W 9710
13353
B.H. & V. Wagner
~~Don Childs &~~
~~Elizabeth Childs~~
164-308
4
5
52.25
52.25
790+88.6
10" Sewer
790+68.6
Initial Point Morris Addn
790+E.5
Dirt Dr.


HIGHWAY
MILTON
Parking Area
Asphalt Area
Service
Conc.
Pumps
Pumps
conc. walk
Loop detector
detector line
overhead
Traffic sign
Conc. Sign Base
1 Story Block Bldg. Dairy Queen
1 Story Block Bldg Hasty Freeze
Asphalt Parking Area
Asphalt Area
Conc. Sidewalk
Advertising sign
8" Sanitary Sewer
edge asphalt
Cafe sign
Loop detector
Conc.
Gas


N

8141 Pilot Rock-Nye Jct. Sec. 197
Pendleton-John Day Hwy.
(7.7 mi. of paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Baker	DIVISION Oregon
DATE OF REPORT 12-22-76	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. RF 155(8)
COMPLETION DATE 8-18-75	ACCEPTANCE DATE BY CONTRACT AGENCY 3-4-76	TIME ELAPSED 100 %	CONTRACT TIME
APPROVED EXTENSIONS none	LOCATION Project begins in the City of Pilot Rock and proceeds westerly 7.74 miles to Nye Junction.		

REC'D
STATE HWY. ENGR.
JAN 1 [illegible]
REFER TO
Kelsi

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

*There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 10 1977
Washington

PILOT ROCK-NYE JUNCTION
PENDLETON-JOHN DAY HIGHWAY

The final cost of the bid items was $358,125 or about 13% less than the original bid of $410,085. The primary reason for this apparent underrun was the deletion of items 9 and 10 covering the cost of asphaltic concrete to be used for the base course and leveling. This work was paid for under a price agreement combining the two items into a single pay item.

Other significant over or under runs were as follows:
Item 5 Flagmen - bid amount $4800, final cost $6798 - 42% overrun.
The Res. Engr. believed the additional flagging was needed to adequately protect the traveling public and the contractor's men.
Item 8 - 1"-0 aggregate in base - original bid $35,000 - final cost $39,775- overrun 11.2%. This is an item that is used to augment the existing base in the shoulders where needed and is extremely difficult to accurately estimate the amount needed.
Item 12 - Asphalt Cement in Mixture - bid amount $120,000 - final cost $137,578, 15% overrun.
Item 13 - Portland Cement Additives in Class "C" Modified Mixture; bid amount $7150 - final cost $2884.20 - underrun 60%.
The asphalt concrete design mix was based on information available prior to bidding. The aggregate produced by the contractor required more asphaltic cement and less Portland cement to produce a suitable asphaltic concrete mix.
Item 14 - Asphalt in tack coat; bid amount $6000 - final cost $2688-underrun 55%

-more-

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

In the opinion of the Resident Engineer and his inspectors, the amount used was adequate to obtain adequate bond between the oldsurface and the overlay.

The Price Agreements, Extra Work Orders and State Force Orders issued all had our concurrence and/or prior approval.

STATE COPY

RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE	COUNTY	FEDERAL PROJECT NO.	
OREGON	UMATILLA	RF-155(8)	X

	6201	April 25, 1975
	443,148	August 16, 1975
	8.06	0

PART B

	8,319	80,915
	176,296	
	69,837	
	279	
	4,785	
	20	
	22,100	
	12	
	22,529	
	14,689	
	600	

Form PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 [illegible] Federal and Secondary system [illegible]

Form PR-4 [illegible]

[illegible] for the entire [illegible] PR 47 should [illegible] of material [illegible] subsequent [illegible] **original** [illegible] **"fast"** copies [illegible]

[illegible]

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible] used on project. Do not [illegible]

Items [illegible] and 12 [illegible] purchased from [illegible] Do not [illegible] and 12. Aggregates [illegible]

[illegible] and tar [illegible]

[illegible] **thousand board feet** [illegible]

[illegible]

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Umatilla

Project Number RF-155(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 485,141	$ 485,141
Federal funds	$ 379,300	$ 416,250
Other revisions		

This modification is made for the following reasons:
To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $68,391

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

ONT

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-155(8)

Pilot Rock-Nye Junction Section

Pendleton-John Day Highway In Umatilla County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (MP 15.58 to MP 23.64)

Total same as previous estimate of February 24, 1976	$485,141.00

Length of Project - - - - - - - - -	8.060 miles
Cost of Roadway per mile- - - - -	$60,191.39

*Federal Funds- - - - - - - - - - -	$416,250.00
State Funds- - - - - - - - - - - -	68,891.00
TOTAL	$485,141.00

Group 1 - 100
Contract No. - 8141
Prefix - 30-1028

*Increase Federal Aid Pro Rata to 85.8

GPO 895-313

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-152
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State	Oregon
County	Umatilla
Project Number	RF-155(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 485,141	$ 485,141
Federal funds	$ 379,300	$ 485,141
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed April 8, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 105,841."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-41 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Umatilla Project Number RF-155(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 466,581	$ 485,141
Federal funds	$ 364,819	$ 379,300
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. RF-155(8)

Pilot Rock-Nye Junction Section
Pendleton-John Day Hwy. in Umatilla County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 15.58 to M.P. 23.64)

Subtotal on previous estimate of March 28, 1975			$411,085.00
Previous Estimate			
Asphalt Cement in Mixture	1,500 tons	80.00	120,000.00
Revised Estimate			
Asphalt Cement in Mixture	1,732 tons	80.00	138,560.00
	Increase		18,560.00
	Subtotal		$429,645.00
	Engineering		55,496.00
	Total		$485,141.00

Length of Project - - - - - - - - - - - 8.060 Miles

Cost of Roadway per mile - - - - - - - - $60,191.39

Federal Funds		$379,300.00
State Funds		105,841.00
	Total	$485,141.00

Group 1	100%
Contract No.	8141
Prefix	30-1028

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

Form Approved; O.M.B. No. 04-R2089

STATE **Oregon**
COUNTY **Umatilla**
PROJECT NO. **RF-155(8)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395 from Pilot Rock (S.W. Birch St.) W to Nye

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	2-26-75	8.060

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 466,581	FEDERAL FUNDS $ 364,819

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RF-155(8)

PILOT ROCK-NYE JUNCTION SECTION

PENDLETON-JOHN DAY HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, March 28, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (Mile Point 15.58 to Mile Point 23.64)

Furnishing Field Laboratory	1 only	1,000.00	$ 1,000.00
Mobilization	All Required		26,900.00
Temporary Protection and Direction of Traffic	All Required		5,250.00
Temporary Signs	900 sq.ft.	7.00	6,300.00
Flagmen	400 hours	12.00	4,800.00
Preparation of Shoulders	8 miles	1,000.00	8,000.00
Watering	220 M-gals.	3.50	770.00
1"-0 Aggregate Base	10,000 tons	3.55	35,500.00
Class "C" Asphalt Concrete Mixture in Base Course	3,700 tons	7.00	25,900.00
Class "C" Asphalt Concrete Mixture in Leveling	6,300 tons	7.00	44,100.00
Class "C" Modified Asphalt Concrete Mixture	12,500 tons	7.80	97,500.00
Asphalt Cement in Mixture	1,500 tons	80.00	120,000.00
Portland Cement Additive in Class "C" Mod. Mixture	130 tons	55.00	7,150.00
Asphalt in Tack Coat	40 tons	150.00	6,000.00
Guard Rail, Type 2A	500 lin.ft.	10.00	5,000.00
Guard Rail, Type 3	100 lin.ft.	19.75	1,975.00
Guard Rail Anchors, Type 1	12 only	360.00	4,320.00
Extra for Guard Rail Bridge Connections	4 only	325.00	1,300.00
Rail End Pieces, Type C	12 only	135.00	1,620.00
Extra for Asphalt Approaches	35 only	50.00	1,750.00
Guide Posts	300 only	16.50	4,950.00
			$ 410,085.00

Anticipated Items

Temporary Erosion Control	All Required	$ 200.00
On the Job Trainee (1 @ $800)	All Required	800.00
		$ 1,000.00
	Subtotal	$ 411,085.00
	Engineering	55,496.00
	Total	$ 466,581.00

Oregon State Highway Division

Federal-Aid Project
No. RF-155(8)

PILOT ROCK-NYE JUNCTION SECTION

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Class "C" Asphalt Concrete Mixture in Leveling	6,300 tons	7.00	44,100.00
Class "C" Modified Asphalt Concrete Mixture	12,500 tons	7.80	97,500.00
Asphalt Cement in Mixture	1,500 tons	80.00	120,000.00
Portland Cement Additive in Class "C" Mod. Mixture	130 tons	55.00	7,150.00
Asphalt in Tack Coat	40 tons	150.00	6,000.00
Guard Rail, Type 2A	500 lin.ft.	10.00	5,000.00
Guard Rail, Type 3	100 lin.ft.	19.75	1,975.00
Guard Rail Anchors, Type 1	12 only	360.00	4,320.00
Extra for Guard Rail Bridge Connections	4 only	325.00	1,300.00
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		$ 1,000.00

Subtotal	$ 411,085.00
Engineering	55,496.00
Total	$ 466,581.00

Length of Roadway - - - - - - - - 8.060 Miles
Cost of Roadway Per Mile- - - - - $57,888.46

Federal Funds	$ 364,819.00
State Funds	101,762.00
Total Cost	$ 466,581.00

Group 1 - 100%

Contract No. 8141

Prefix No. 30-1028

PILOT ROCK-NYE JUNCTION SECTION

Nonparticipating-State Work

Permanent Pavement Striping	All Required	$ 1,500.00
State Responsibility for Damages	All Required	100.00
		$ 1,600.00

June 2, 1976

U.S. Fidelity & Guaranty Co.
520 SW 6th Avenue
Portland, OR 97204

Gentlemen:

A post final payment for $167.20 will be made to L. W. Vail Company, Inc., on Contract No. 8141 for paving on the Pilot Rock-Nye Junction Section of the Pendleton-John Day Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $433,300.19 including the post final payment. Of the total $8,196.19 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

FKN:sh

cc: U.S. Fidelity & Guaranty Co.
100 West Harrison Plaza
Seattle, WA 98119

L. W. Vail Company, Inc.
1920 North 4th
Pasco, WA 99301

bc: C. T. Keasey
Walt Hart
V. E. Skoog -
Attn: Dick Hacek
W. E. Schwartz

March 8, 1976

United States Fidelity & Guaranty Company
100 West Harrison Plaza
Seattle, WA 98119

Gentlemen:

On March 5, 1976, we wrote to you concerning release of final payment on Contract No. 6141 awarded to L. W. Vail Co., Inc. for work on the Pilot Rock-Nye Junction Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $22,487.38 and the total contract amount is $441,329.18 including $8,028.99 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: L. W. Vail Co., Inc.
1920 North 4th Street
PO Box 347
Pasco, WA 99301

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

ORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

IELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pil t [illegible] - [illegible] Junction

WEEK ENDING: 9/5/75

SECTION PREFIX: [illegible]-1[illegible]

HIGHWAY: [illegible]le[illegible] - [illegible] D[illegible]

COUNTY: [illegible]

ME OF JOB: Pilot Rock - [illegible]ye Junction

KIND OF WORK: [illegible]

NTRACTOR: [illegible]. [illegible]. V[illegible]il Co., Inc.

CONTRACT NUMBER: [illegible]1

FEDERAL AID PROJECT NUMBER: [illegible] 15[illegible]([illegible])

TE OF CONTRACT: [illegible]rch 26, 1975

DATE WORK STARTED: [illegible]1, 1[illegible]

ESTIMATED COMPLETION DATE: [illegible] 1[illegible], 1[illegible]

ERAGE FORCE ON PROJECT FOR THE WEEK

N 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 1[illegible]

CALENDAR DAYS USED 1[illegible]

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

JECT AUTHORIZATION $[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 10[illegible]

LUSIVE OF ENGINEERING $4[illegible]1,[illegible]

ENGINEERING AUTHORIZATION $[illegible],1[illegible]1.[illegible]

TIMATED COST OF COMPLETED JECT, EXCLUSIVE OF GINEERING $[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ENGINEERING COST TO DATE $[illegible],[illegible]

DATE PROJECT WAS COMPLETED [illegible]1, 1[illegible]

TIMATED PERCENT OVERRUN UNDERRUN 10 %

PERCENT OF AUTHORIZATION [illegible] %

ESTIMATED PERCENT COMPLETE (ROADWORK) [illegible]

EARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD	[illegible]	
0	0	10[illegible]	1[illegible]	1[illegible]	0	1[illegible]	0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ES IN PROJECT	[illegible]	[illegible]			7.[illegible]
S PARTIALLY COMPLETED	0				[illegible]
ES COMPLETED	[illegible]	[illegible]			[illegible]
L ESTIMATED QUANTITIES (CONTRACT)	[illegible]	[illegible]			[illegible]
AL QUANTITIES CORRECTED TO DATE	[illegible]	[illegible]			[illegible] tons
MATED QUANTITIES MOVED OR PLACED TO DATE	[illegible]	[illegible]			[illegible] tons
AGE DAILY QUANTITIES	0				[illegible]
AGE DAILY QUANTITIES NECESSARY TO PLETE PROJECT ON TIME					0
BER OF SHIFTS PER DAY					
RS PER SHIFT					

PMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
NDAY 1		0		
NDAY 1				
SDAY 2		0		
DNESDAY				
URSDAY 4		1[illegible]		
DAY 5		0		
URDAY 50		0		

RECEIVED
SEP 8 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	See Remarks
MONDAY 1	
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 6	

REMARKS

All [illegible].

[illegible].

SIGNED ______________ LOCATION [illegible]

[illegible], [illegible].

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

141 R

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Baker	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
6-17-75	R. A. Nichols, Area Engineer	RF-155(8)

IN COMPANY WITH Dale Allen, Reg Constr Engr; H. N. VanCleave, Res Engr; W. E. Ferguson, Res Engr, OSHD; Bruce Wasill, Trainee, FHWA.

LOCATION

The project begins at MP 15.58 of the Pendleton-John Day Highway in the City of Pilot Rock thence westerly 7.74 miles to Nye Junction.

CONTRACTOR NAME AND ADDRESS

L. W. Vail Co., Inc., Pasco, Washington

COPY SENT

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-26-75	$410,085.00	125 cal. workdays	4-11-75	[illegible] 1975

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	55%	68%

Washington

REMARKS

PILOT ROCK-NYE JUNCTION SECTION
PENDLETON-JOHN DAY HIGHWAY

The contract work has progressed well since the work started on April 21, 1975. Since that time he has performed the small amount of grading required, crushed all the aggregates for the base and asphalt mixes, placed the base material that will be under the AC, the Class C AC, and in addition has placed Class C modified mix between MP 18.6 and MP 21.

The test reports indicated the crushed materials generally met gradation and other requirements except the 1/2-0" aggregates to be used in the Class C modified mix. It contained an excessive amount of -10 material. However, this is being corrected by rejecting some of this material at the hot plant. The 590 tons of Class C modified mix produced prior to this inspection reasonably met contract requirements.

NOTED
H.S. COULTER

There was no work in progress during the inspection so the writer did not observe the traffic control under working conditions. There were a couple of minor deficiencies in signing but the Resident noted them initially and took immediate steps to have them corrected.

RECEIVED
JUN 2[illegible]

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date

A. PROJECT IDENTIFICATION

Name of Project Pilot Rock - Nye Junction (Section) RF-155(8)

Location of Project - Pendleton - John Day (Highway Name) Oregon 74 (Highway No., US - ORE)

(City) Umatilla (County) 5 (Region)

Program FA (Funding) $590,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To up-grade the existing facility to conform to current safety standards. Project would include construction and paving of shoulders to accommodate a 32 ft. asphalt concrete overlay, installation of guardrail and sight posts.

Origin and History: Project recommended and approved by State Highway Division July, 1974

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 7.56 miles

Termini Pilot Rock - Nye Junction
M.P. 15.58 - M.P. 23.17

Alignment (new or existing) Existing

3
NON-MAJOR

Form (7)8-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) • No additional right-of-way required

Typical Section Two 12 foot travel lanes; two 4-foot paved shoulders

Bikeway Not included

Structures Not included.

Additional Facilities No additional facilities.

Access Control None

Materials Prospective source has been set up. This is an existing State-owned rock quarry at M.P. 18.7

Borrow and Waste Disposal N/A

Special Construction Methods No special methods required

Characteristics (ADT) 950 at Pilot Rock City limits.

Other General Information (or Supplemental information to items)

Crushed rock in excess of 200,000 cu yds will be required to complete project.

Portable asphalt plant would be in operation about 30 days.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No alternatives have been considered as the project is limited in scope.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) None

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☐ Required

Date Submitted ______ Date Received ______

Expected Coordination with Local, State and Federal Agencies ______

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status — Date

☐ Survey Authorization______________
☐ Reconnaissance______________
☐ Field Location______________
☐ Office Location______________
☐ Field Prel. Design______________
☐ Office Prel. Design______________
☐ Final Design______________
☒ Contract Plans______________

FHWA

Status — Date

☐ Systems Planning______________
☐ Prel. Engineering______________
☐ Corridor Approval______________
☐ Design Approval______________
☐ Plans, Specifications and
Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The proposed project is located in central Umatilla county about 15 miles south of Pendleton. The setting is principally rural, however, approximately 0.6 mile of the project is within the city limits of Pilot Rock.

Much of the project is within the narrow confines of Jack Canyon. The width of the canyon is probably 1,000 feet in its narrowest section. The slope of the canyon walls vary from near vertical to around 45 degrees. Vertical cliffs of columner basalt are exposed where colluvium has been removed by running water (Bird Creek) or man. Relative relief varies from 200-300 feet (canyon floor - top of hill). Vegetation is sparse - consisting principally of cheat grass or bunch grass. Rabbit brush occurs where grassland has been diminished. The local climate would be similar to that of Pendleton; precipitation averages around 15 inches per year. January maximum and minimum temperatures average 42° F respectively. July maximums and minimums are 90° F. and 50°F. Upland game birds are common in the vicinity as are deer and other mammals. The proposed project parallels Birch Creek for several miles. This stream supports both rainbow trout and summer steelhead.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The cultural setting is principally rural. Narrow benches along Birch Creek have been utilized for pasture or for the growth of grain or hay crops. Arable hillsides have also been utilized for cropland, however, grazing land is the predominant land-use in this vicinity.

Pilot Rock (pop. 1600) supports a wood products industry consisting of a lumber mill, furniture factory and a particle board plant. About ½ mile of overlay will be within the city limits. There are no utilities in conflict inside or outside the city limits.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No additional right-of-way is required

Consequences: N/A

2. Estimated Changes in Traffic Patterns: Temporary changes associated with construction activities

Consequences: No significant consequences are anticipated. The public may be temporarily inconvenienced.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: None

Consequences: N/A

4. Expected Adverse Effects on Natural Ecological Resources: Temporary blight associate with construction activities.

Consequences: No significant consequences are anticipated.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Consequences: No significant consequences are anticipated.

6. Preliminary Idenfification of Areas of Critical Environmental Concern: No areas of critical concern have been identified.

7. Potential for Controversial Issues: N/A

8. Potential Consistency of Proposal with (complete when applicable): N/A
   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______________________

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

141

L

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RF-155(8)
STATE PROJECT NO.	PILOT ROCK-NYE JUNCTION
PROGRAM NO.	-
ITEM NO.	RF-36
COUNTY NAME	UMATILLA
PROGRAM STAGE (Check)	☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
DIVISION ENGINEER

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
FEBRUARY 26, 1975	FEBRUARY 26, 1975	PRIMARY ROUTE 30 PENDLETON-JOHN DAY HIGHWAY ROUTE 28

GENERAL LOCATION:
WESTERLY FROM PILOT ROCK, OREGON ON US ROUTE 395

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $200 AND ON THE JOB TRAINING IN THE AMOUNT OF $800.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$200
ON THE JOB TRAINING	800

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-6-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-75		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 3-14

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-26-75

BY (Signature): MR. RULIEN'S FEBRUARY 19, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☑ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 36 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
36	RF-155(8)	7.7	565,000	441,700	PILOT ROCK-NYE JUNCTION SECTION	GRADE, HIGH TYPE PAVEMENT, SAFETY PROVISONS, GUARD RAIL AND INCIDENTAL WORK.

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
Hunter
FOR

REMARKS (Division)

BASED ON THE INFORMATION FURNISHED IN MR. RULIEN'S FEBRUARY 19, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION AS STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION AND THE TIMESAVING PROCEDURES FOR MINOR SAFETY PROJECTS AS DESCRIBED IN PARAGRAPH 7B OF FAPM 6-8-2.1 APPLY.

3-6-75
ORIGINAL TO
L. W. Rulien

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-26-75	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-69?

Robert W. Straub
XXXXXXXXXX

February 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-155(8)

We are submitting program data for one project, Item No. 35, Project No. RF-155(8), Pilot Rock-Nye Junction Section, which we desire to have included in the Federal Aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 25, 1975.

We request a waiver of District 12 Clearinghouse A-95 review based on the fact that the work involved is (1) construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders, (2) such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible.

Therefore, we request your concurrence that the roadway section as set forth on the back of the PR-1 form is satis factory for the project based on the fact that the work is essentially pavement rehabilitation to reinforce the pavement structure to retain present investment without major reconstruction at this time. This dictates downscoping standards for this project, yet retaining compatibility with adjacent sections of the highway.

The work has substantial safety benefits evident in improved vehicle control through elimination of wheel ruts, increased skid-resistant property of the pavement surface and providing all weather stabilized shoulders.

Encl.

[illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

2-19-75

Budget Bureau No. 41-R2067

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 395 from Pilot Rock, W to Nye 21 68	ADT	PRESENT 900*	FUTURE 1,500 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUFV AGCY (80)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 NUMBER RF- [illegible] 23
CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	NAME OF URBAN AREA - - 17-31	COUNTY NAME Umatilla	CODE	ROUTE NO. P	FEDERAL-AID 30 (32)	STATE 28 (36)	U.S.	

CARD 5 1	LINE NO. (14-15)	CHANGE CODE (16	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
5					**PE**		US 395 from Pilot Rock (SW Birch St.), W to Nye.					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Pilot Rock - Nye Junction Sec."	7.7	565,000	441,700	123,300	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	7.7	565,000	441,700	123,300
1	14	PROGRAM APPROVAL DATES		(18)	(23) (24)	(33)	REMARKS

* DHV is 150

Budget Bureau No. 41-R2067; Approval Expires February 28,

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-19-75

OCATION (45 typewriter spaces) from Pilot Rock, W to Nye	ADT	PRESENT 900*	FUTURE 1,500	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 073	ITEM NO. 36

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF-	NUMB	SEQ. NO. (8)	I. Projects Only POST MI. DESIG.

imary

COUNTY NAME: Umatilla

ROUTE NO.: P — FEDERAL-AID: 30 — STATE: 28

CODE

PROGRAM STAGE: 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OT	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
		US 395 from Pilot Rock (SW Birch St.), W to Nye.						Gr., H.T. Pave, 2-1 lanes with 4' shoulders, safety revisi of guardrail & incidental work common this type of projec
V								
ST ty)		"Pilot Rock - Nye Junction Sec."	7.7	565,000	441,700	123,300		ROW - 80' min.; Access control - None; Parking restrictions - None.
		PROJECT TOTALS	7.7	565,000	441,700	123,300		
				(16) (23)	(24) (33)			

L DATES

REMARKS

* DHV is 150

-over-

USCOMM DUSCOMM-DC 48903-P

PILOT ROCK-NYE JUNCTION SECTION

PROJECT NO, RF-155(8)

Existing Facilities:

East 2.1 miles - - - 2-12' lanes bituminous surface with 4' paved shoulders.
West 5.6 miles - - - 2-11' lanes bituminous surface with 4' graveled shoulders.

Adjacent Facilities:

East - - - 26-foot bituminous surface with 10-foot shoulders.
West - - - (FAS 439) 18-foot bit. surface with 2-foot shoulders.
South - - 24-foot bituminous surface with 4-foot shoulders.

Project Data: The work consists of grade and resurfacing with high-type pavement overlay the existing facility to provide two 12-foot travel lanes with 4-foot paved shoulders, safety revision of guardrail and incidental work common to this type of project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved. Note: Two aircraft landing strips lie within two miles of the east end of the project but will not be affected by the project.

IM 50-1-70 Requirements:

a. State Clearinghouse - - - Exempt from A-95 review under working agreement dated April 28, 1970.

b. District 12 Clearinghouse - - - Waiver of A-95 review being requested under the program submittal letter.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

Public Hearings: Not required under the provisions of F
par.6c.

Location/Design: Not a factor in the development of thi

NOTE: (1) This project is in Congressional District No.

(2) On-the-job trainees, as set forth in FHWA Or
7-2(2), on this project will be determined a
stage and the number stipulated in the PS &

PILOT ROCK-NYE JUNCTION SECTION

PROJECT NO, RF-155(8)

s:

miles - - - 2-12' lanes bituminous surface with 4' paved shoulders.
miles - - - 2-11' lanes bituminous surface with 4' graveled shoulders.

s:

- 26-foot bituminous surface with 10-foot shoulders.
- (FAS 439) 18-foot bit. surface with 2-foot shoulders.
- 24-foot bituminous surface with 4-foot shoulders.

work consists of grade and resurfacing with high-type he existing facility to provide two 12-foot travel lanes shoulders, safety revision of guardrail and incidental s type of project.

lroads, Airports, Water Developments, Historical and None involved. Note: Two aircraft landing strips es of the east end of the project but will not be oject.

ments:

e Clearinghouse - - - Exempt from A-95 review under ing agreement dated April 28, 1970.

rict 12 Clearinghouse - - - Waiver of A-95 review being ested under the program submittal letter.

ments: Nonmajor action project not requiring an environ-

Public Hearings: Not required under the provisions of FHPM 7-7-5, par.6c.

Location/Design: Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 2.

(2) On-the-job trainees, as set forth in FHWA Order Interi 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

K

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE October ~~7~~, 1974

TO MEMORANDUM TO THE FILES

Donald L Trout

FROM Donald L. Trout, Design Office Engineer

SUBJECT Temporary Special Permit
Umatilla County

Permits of this nature can be obtained and paid for by using a regular purchase order. The purchase order should bear the proper job prefix so the permit is charged to the job. If it is recognized that special permits are going to cost a lot, they should be added to the project authorization. Otherwise they would be covered in the contingencies portion of the authorization.

Permits from Counties should be obtained by the Region personnel.

DLT:jn

NOTED
E. S. HUNTER
10-21-74

Hal Venstey
Be sure these needs are shown on project authorization or by some other means so as Region knows what they are to do.

RECEIVED
6 [illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Salem, Oregon

October 3, 1974

J. H. Versteeg
Road Design Engineer

C. G. Swenson
Specifications Engineer

Temporary Special Permit, Umatilla County

Subsection 107.02 of our Standard Specs requires that the contractor shall procure all permits and licenses and pay all charges, fees and taxes incidental to the lawful protection of the work with the exception that the State will obtain and pay for five specific permits as follows:

(1) Coast Guard crossing permits.
(2) U. S. Corps of Engineers encroachment on navigable water permits.
(3) Division of State Lands permits for removal and deposit of material in streambeds.
(4) Department of Geology and Mineral Industries reclamation permits.
(5) Permits required by local agencies for construction of buildings.

I have discussed the matter of Temporary Special Permits as now required in Umatilla County with Jack Sollis and it is our recommendation that the State obtain and pay for these permits. This will require supplementing, by special provision, the above list of permits that the State will obtain and pay for.

The estimated cost for the temporary special permit for the Pilot Rock-Nye Creek overlay project is $224.

CGS:fw

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

September 17, 1974

Mr. E. S. Hunter
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Temporary Special Permit from Umatilla County
for Operation of a Crusher and Asphalt Plant

Dear Mr. Hunter

I discussed the temporary permit granted by Umatilla County with Mr. Pete Watson, the Planning Director, and he indicated to me that the planning commission and county commissioners have by resolution adopted a fee schedule that is based on 1/10th of 1 percent of the bid price of the job. I see no way that we can circumvent this unless the County is willing to waive the fee. In discussing the matter with Mr. Watson it does not appear that the county is the least bit inclined to waive the fee as they feel this is the method they are going to finance the activities of the planning commission.

He explained to me that the 1/10th of 1 percent is based on the portion of the job that would be related to the activities covered in the temporary permit which in this case would appear to be the cost of crushing the rock and producing the asphalt on the stockpile site. I would suggest that our Resident Engineer get together with Mr. Watson if he has a estimate of what the job is going to cost and go over it with him to determine what the fee is going to be.

Sincerely

Jack L. Sollis
Assistant Attorney General

am

[illegible]
How do we handle?

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276 - 7111
Extension 75

August 16, 1974

Oregon St. Highway Division
P.O. Box 459
Pendleton, OR 97801

ATTENTION: W.C. Ferguson

Dear Mr. Ferguson:

Re: Temporary Special Permit

The Umatilla County Planning Commission at their regular meeting of August 14, 1974 voted to grant a Temporary Special Permit for the operation of a crusher and asphalt plant and the stockpiling of gravel at your quarry site 2 1/2 miles west of Pilot Rock. The time period on this permit is for one year from the date of the letting of the contract, and is issued provided the fee is paid. The fee, you will recall, is 1/10 of 1% of the bid price of the job.

I would appreciate you clearing up the confusion regarding ownership of the property at your earliest convenience.

Sincerely,

Pete Watson
Planning Director

PW/vw

8-22-74
Jack Sollis
Pls clarify our
position for me.
Ed Hunter

RECEIVED
AUG 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Post Office Box 459
Pendleton, Oregon. 97801
August 19, 1974

Umatilla County Planning Commission
Umatilla County Courthouse
Pendleton, Oregon. 97801

Gentlemen,

I wish to take this opportunity to express to you my concern regarding your method of establishing the fee for a temporary special permit. Your method for computing the assessment for this permit is totally inequitable.

I wish to point out to you that when governmental bodies are making application for permits to the Highway Division the fee is normally waived.

W. C. Ferguson,
Resident Engineer

WCF:en
cc.:Region Office
Trout-Design
File

1
RECEIVED
2
ROAD DESIGN
Other

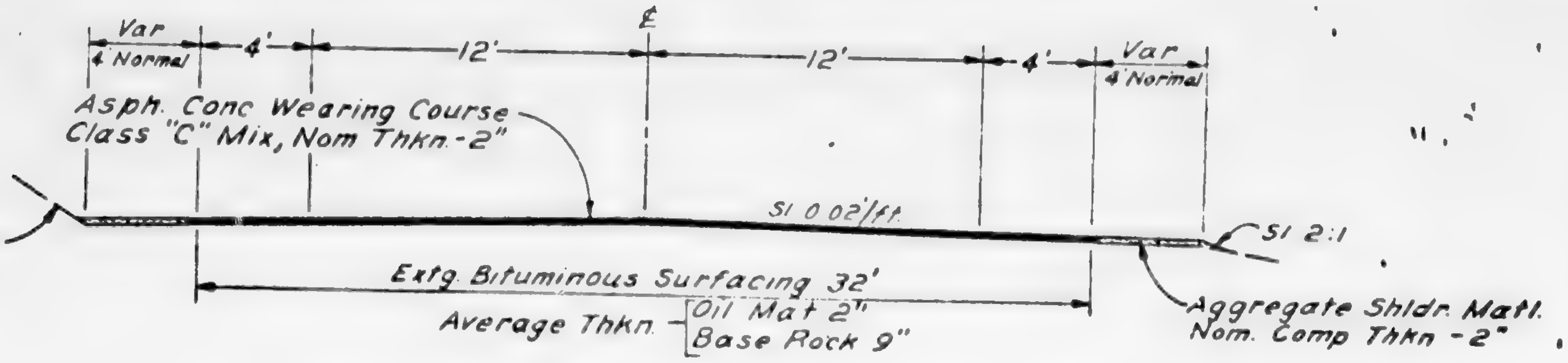
Drg Nos. S-1 S-12
, 1268, 2050

Overall Length Of Project - 7.74 Miles

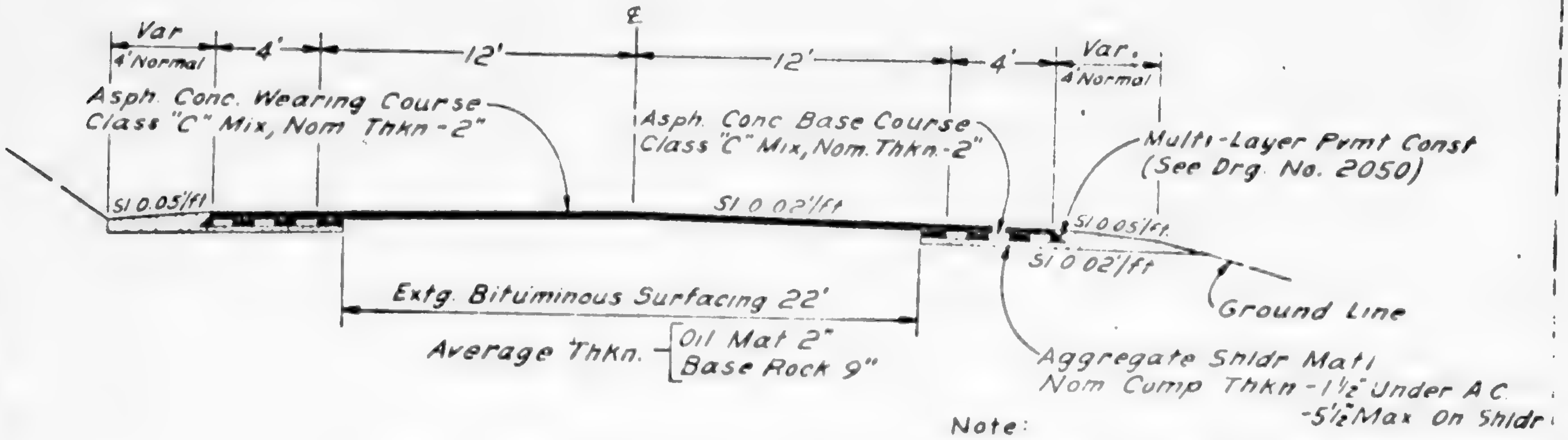
OREGON STATE HIGHWAY DIVISION
PAVING
PILOT ROCK-NYE JUNCTION SEC.
PENDLETON-JOHN DAY HWY
UMATILLA COUNTY

FED. RD. DIV. No.	STATE	PROJECT NUMBER	DATE	SHEET No.	TOTAL SHEETS
10	OREGON	State		1	1

TYPICAL SECTIONS



M.P. 15.58 [EQUA. 15.68 Bk. = 16.00 Ah.] To M.P. 18.00



M.P. 18.00 To M.P. 23.64

Note:

Approx 6,300 Cu Yd Of Material To Be Excavated From Shoulders & Used To Widen Embankments As Directed By Engineer

Const Paved Road Connection - 5 (Total)

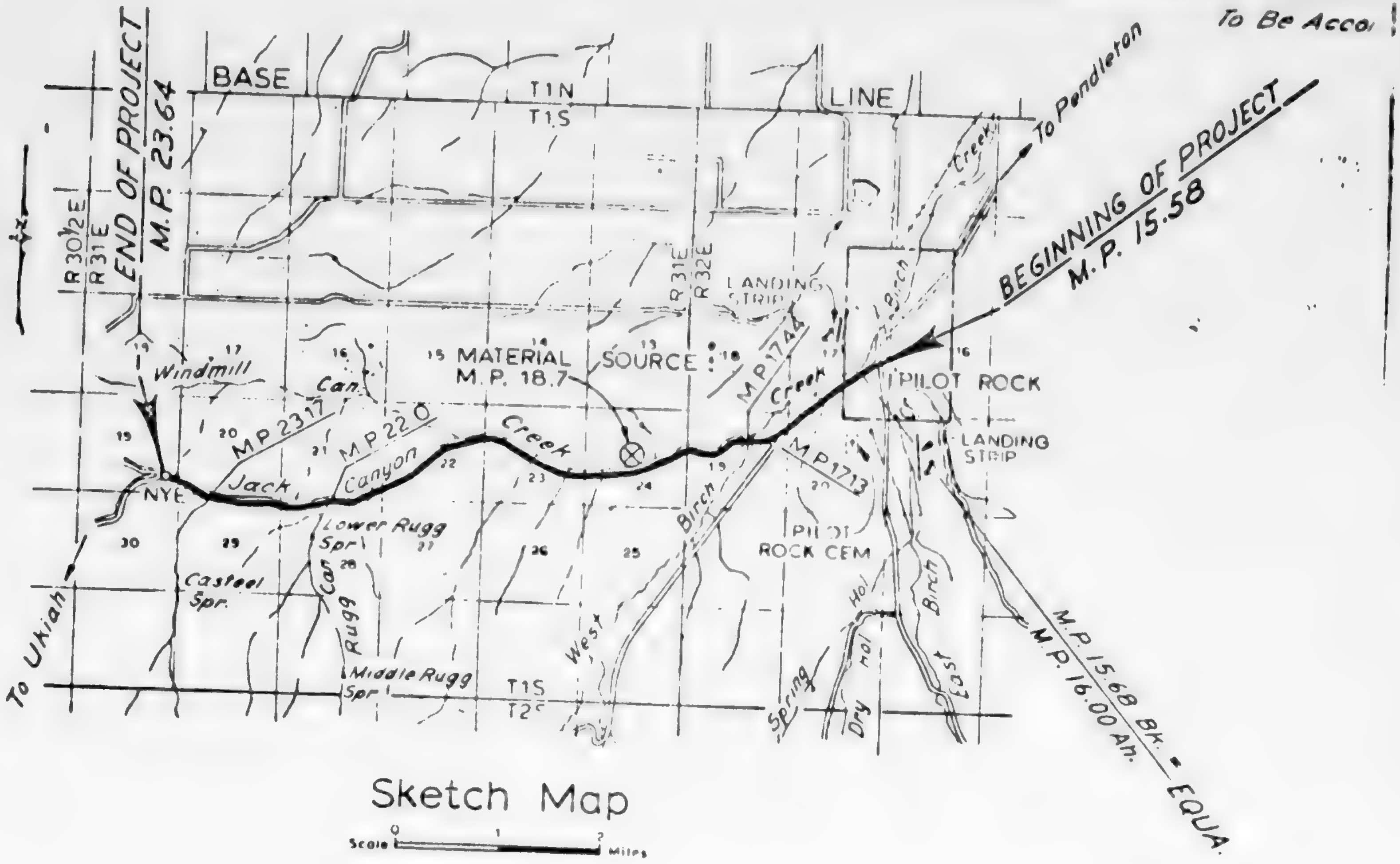
GUARD RAIL TABLE

MILE POINT	GUARD RAIL LIN FEET		ANCHOR	END PIECE	BRIDGE
	TYPE 2A	TYPE 3	TYPE 1	TYPE C	CONNECTIONS
* 17.44	100	100	4	4	4
22.0 Rt.	100		2	2	
22.0 Lt	100		2	2	
23.17 Rt	100		2	2	
23.17 Lt	100		2	2	
TOTAL	500	100	12	12	4

*Install At Each Corner Of Bridge -
Type 2A Guard Rail - 25'
Type 3 " " - 25'
Anchor Type 1 - 1'
End Piece Type C - 1'
Bridge Connection - 1'

Roberts - Olsen

To Be Acco



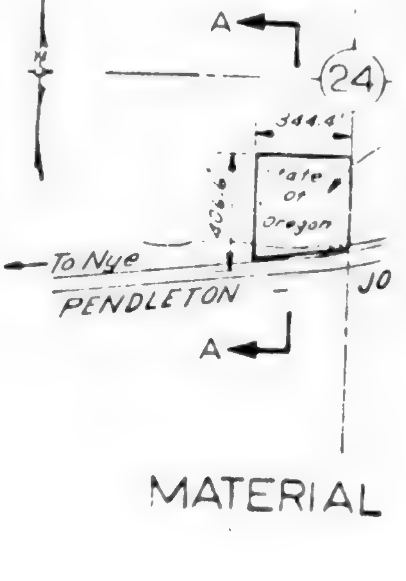
Sketch Map

S U M M A R Y

ITEM	UNIT	QUANTITY

SECTION A-A

Sec 24, T1S, R.31



MATERIAL

8142 Chas. H. Reynolds Safety 1975
Rest Area 5 mi. E. La Grande
(Buildings,sewer,landscape)

C & A - 4962 - 5-17-74

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

PER 7-2
CON 5
x-file Contract # 8142

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

September 16, 1980

Ray Kenney Construction, Inc.
P. O. Box 97
Ontario, Oregon 97914

Attention: Mr. Ray E. Kenney

Dear Sir:

This will acknowledge receipt of your letter of September 8, 1980, concerning the Reynolds Safety Rest Area.

No useful purpose can be served by participating in a rock-throwing contest between a contractor and a resident engineer of the State Highway Division; especially, when the issue at hand is four years after the fact.

The problem is that the buried power supply line failed and it appears that the failure was caused by improper backfill of the installation. The State has spent nearly $10,000. re-installing a power line that should have served for many years. Who is to blame is immaterial at this time.

If you are convinced that the fault lies with the resident engineer, please accept my apologies for the allegations cast by him.

Sincerely,

W. E. Schwartz
Region Engineer

RECEIVED
STATE HIGHWAY
SEP 15 '80
REFER TO

WES/dt

cc: Anthony Yturri
H. S. Coulter
J. A. Schlieski

Form [illegible]

RAY KENNEY CONSTRUCTION, INC.
General Contractor
COMMERCIAL & INDUSTRIAL
Phone (503) 889-7601 P.O. Box 97 254 S. E. 2nd Street
ONTARIO, OREGON 97914

September 8, 1980

Oregon Department of Transportation
Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Re: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway
Union County, Oregon
Contract No. 8142

Attention: Pat Schwartz

Dear Sirs:

During the seasons of 1975 and 1976 we had the contract to construct the reference project. As the project proceeded we noticed a tendency in Mr. Schlieski to discuss problems that arose rather reasonably and follow up with a scathing letter for the records that would indicate a lack of cooperation on our part. The attached report written nearly four years after the completion of the project is a good illustration of the nonsense that contractors are subjected to on projects under Joe's direction.

The situation referred to in the report is one in which we could not come to terms on a price agreement so the work was performed under an extra work order with Joe providing the supervision from his staff. The real reason that there is no indication that any attempt was made to properly protect the wire is that Joe determined that no bedding material was necessary. We had nothing to say about it.

We feel that it is necessary to point out that this incident did not happen due to any lack of inspection or any lack of integrity on our part. This incident occurred due to incompetent inspection. The fact that Joe is attempting to indict us for his own error would question his integrity.

Although I agree that installing buried services in conduit is superior to direct burial, I doubt that in this case it would calculate as the most cost effective method. Had Joe authorized the additional cost of properly bedding this wire, I am sure there would have been no future problem with this particular installation.

The suggestion to increase the contractor's responsibility in these matters is a very valid one. The substantial increase in the cost of bonding a project would be more than offset by the fact that the resident engineer and his staff would no longer be required.

September 8,1980
Oregon Department of Transportation
Highway Division
Attn: Pat Schwartz
Page 2

I would suggest that perhaps if the Highway Department encouraged a more cooperative, practical approach in their dealings with their contractors, rather than the haressment techniques so apparent now, they could achieve much more value per dollar on their contracts than they do now.

Sincerely,

Ray E. Kenney

REK:en

Enclosures (2)

cc: Anthony Yturri
     Joe Schlieski

RECEIVED
[illegible] DIRECTOR
SEP 1[illegible] '80
REFERRED TO
[illegible]
FOR
Info [illegible] [illegible] D/R Sign [✓ Act] File

963-254

OREGON STATE
HIGHWAY DIVISION
La Grande, Oregon 97850
June 26, 1975

Subject: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway
Union County
Contract 8142

Ray Kenney Construction, Inc.
254 S.E. 2nd Street
Ontario, Oregon 97914

"Extra Work Order # 2

Gentlemen:

It has been decided to have the contractor install an electrical supply system for the sewage pump station.

That portion of the work to be completed by the contractor consists of burying a 480 volt primary system from near the Foothill Road Interchange to the pump station. The line will be buried in the same trench as the sanitary sewer.

It was also decided to pursue this work on a force account basis - Section 109.07 - inorder to expedite the procuring of necessary materials and complete this work inconjunction with [illegible] sewer work. To date we've failed to successfully negotiate a price agreement where subcontractors are involved.

The 35' wood service pole called for on drawing 30318 will be placed near Foothill Road and the meter service will be changed to a 480 volt single phase. There will be some trench excavation from the service pole to the sewer line trench - this can be completed by locally available excavators as a special item, or with your own equipment.

The service will start on the southeast side of the Foothill Road Interchange and utilize the same 24" conduit under the line as the sewer line. The service will be bedded in the same material as the sewer pipe - sand if necessary, will be provided on price agreement # 2.

Our primary concern at this time is to get the service buried along with the sewer work. Other electrical details will be determined later after we've gotten an approved pump system and control panel.

The following materials have been ordered from Interstate Electric Supply in La Grande:

2 - 5,000' reels of USE 1/0 aluminum wire
1 - 5,000' reel of USE #2 aluminum wire

These materials should be available shortly and can be picked up by McKnight & Symo.

Joseph A. Schlieski
Resident Engineer

cc: Region
file

CONSTRUCTION NARRATIVE REPORT

* * ADDENDUM * *

Contract: 8142
County: Union

bject: Chas. H. Reynolds Safety Rest Area
ighway: Old Oregon Trail
ontractor: Ray Kenney Construction Co.

On the subject project a power supply was buried from the Foothill Road Interchange, along the W.B. lanes of the freeway to a sewage vault pump station. Direct burial aluminum wire was used from the power source to the vault.

roblem: Recently this service failed and required the extensive replacement of almost 2/3 of the 4700' +/- line. The cause of the power failure? Improper bedding and backfill of the direct burial wire. There are no indications that any attempt was made by the contractor to properly protect the wire. Insulation on the wires had been penetrated by large gravels, boulders, and in at least one case a poured in place manhole base incorporated the wires in the concrete.

educed
nspection: Workmanship of this type is a good example of what can happen when inspection is reduced and we must rely on the contractor's workmanship and integrity.

olution: I'd recommend in the future that buried services be installed in conduit with tighter inspection provided. The cost of repairing this line far out weighs the cost of conduit in the original installation.

I'd also like to see the contractor's responsiblity in these matter increased. Maybe they should be responsible for all repair cost caused by their negligence - for say 10 years after the completion of the contract.

Joseph A. Schlieski
Resident Engineer
6-24-80

: Region
Construction Section
Kenney Construction ✓
file

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 23, 1978

FROM: Dale D. Allen
Region Construction Engineer

D. D. Allen

TO: J. H. Versteeg
Head of Engineering

SALEM

SUBJECT: Narrative Report
Charles H. Reynolds Rest Area
Old Oregon Trail Highway
Union County
Contract 8142

Approximately three years ago, you requested this office to critically review the construction phase of the above rest area and, upon completion of the project, submit a report of our findings to your office. I believe the request was made in order to consider revisions to future rest area designs.

Attached is a report prepared by the Resident Engineer pointing out construction problems, possible future maintenance problems and suggested specification revisions. Also attached is a list of price agreements and extra work orders that were necessary to modify the contract. These modifications were, for the most part, minor items to correct design oversights.

One problem the Resident calls to your attention is the fact that the Special Revisions covering a particular item, such as, electrical plumbing and structural work, are spread throughout the book making it very difficult to find the appropriate specification. It seems that on building construction, these items should be individually addressed and the appropriate codes included in that section rather than referring to the numerous code books, which we may not always have. Part of this problem is obviously because the bridge design, road design and building design portions of the plan are worked out by different people.

If this report does not answer the questions you had in mind, please advise what you wanted and we'll do our best to prepare such a report.

DDA/dlm
Attachments

cc: J. A. Schlieski

1 Versteeg
1st copy Christensen
George
3 Olson
Terpin
4th copy Sullivan
Scott
1 copy Savage

RECEIVED
JAN 24 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

CONSTRUCTION NA
Rest Area
Co.

port submitted 3/
eference - (copy
this report will

of 24" steel c
be jacked unde

er lines, water
structed on a
ding material.
plans
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help sup-
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ites suggested in
the extra costs
supplier who
dimensions
erials submittal,
ity was determine

CONSTRUCTION NARRATIVE REPORT

Subject: Chas. H. Reynolds Safety Rest Area
Highway: Old Oregon Trail
Contractor: Ray Kenney Construction Co.

Contract: 8142
County: Union

The preliminary construction narrative report submitted 3/29/76 becomes the main portion of this final narrative report by reference - (copy attached). The preliminary report covered most of the problems. This report will cover change orders, claims, and the like.

Price Agreement #1	Documentary P.A. allowing the substitution of 24" steel conduit for the plan designated 18" steel conduit to be jacked under the roadway - at no change in cost to the State.
Price Agreement #2	Provided for sand bedding material to protect sewer lines, water lines, and utility conduits. The rest area was constructed on a random fill and there was a definite need for the bedding material.
Price Agreement #3	A short length of 12" culvert pipe was over looked on the plans where the reservoir and water control bldg access roads meet the E.B. parking area.
Price Agreement #4	Due to the continual maintenance problem and the closure of the rest area to traffic - this change order deleted the amber flashers called for on the temporary signing, with a lump sum credit to the State.
Price Agreement #5	A plan revision after the award of the contract added forced air ventilation to the sewage vault pump station.
Price Agreement #6	We added 2 x 2 support strips on the toilet buildings to help support the 2 x 10 fascia. This fascia was supported only by end nailing into the 2 x 6 roof decking.
Price Agreement #7	Because the contractor was unable to get competitive bids for an "Approved" toilet partition color using alternates suggested in the contract special provisions - he was paid for the extra costs incurred getting the correct color from the "only" supplier who carried the approved color.
Price Agreement #8	When the toilet partitions arrived their dimensions conformed neither to the plans nor the "Approved" materials submittal. They were suitable for use and a suitable penalty was determined and assessed the contractor.

Price Agreement #9	Interpretive Shelters were built in this rest area while this contract was underway. This change order revised, the irrigation system that conflicted with the shelters and added 2 - 4" gate valves in irrigation mains to better control the irrigation during times of required maintenance.
Price Agreement #10	Due to confusing special provisions and plans the contractor bid and supplied two well housings. We had intended, the use of only one of the wells shown on the plans. To resolve the matter the contractor was directed to construct one additional well housing at well # 2 shown on the plans - at bid price.
Price Agreement #11	This price agreement covered 3 misc items of work. 1.) swing check valve was added in the water supply line to the reservoir. In the event the supply line was ruptured the reservoir would not drain dry. 2.) A gate valve was added in the 6" sewage line where it enters the sewage pump vault - for ease of future maintenance. 3.) A 4" gate valve was added in the 4" PVC line entry into the City's manhole @ the sewage lagoon per the City's request.
Price Agreement #12	A chain link fence enclosure, 16' x 32' was added at the sewage pump vault to protect the public from the power supply panel and the sewage vault.
Price Agreement #13	The contractor initiated a claim concerning excessive "site preparation work". Again the special provisions were not concise enough in the description of the work to be done. The matter was resolved by an additional payment to the contractor for costs incurred while grading the rest area site prior to placing the topsoil.
Price AGreement #14	This change order covers several electrical items of additional work. 1.) Revised primary power installation to conform with Utilities Company regulations. 2.) Provide electrical service to the Interpretive Shelters constructed by seperate contract during this project. 3.) Provide exterior outlets at Information Shelters for public service use. 4.) Provide a visible exterior warning light for low reservoir at the water control building.
Price Agreement #15	One claim resulted in an appearance before the Claims Review Board. This claim concerned the jacking of conduits under the freeway and Foothill Road. The plans called for an 18" conduit and the contractor ultimately placed 24" and 36" conduits.due to the size of the material encountered while boring. The matter was resolved by the Claims Review Board with a recommended additional $10,900 lump sum payment for all extra costs incurred.
Extra Work Order #1	Reimbursed contractor for "On-The-Job-Training".
Extra Work Order #2	Provided for the furnishing and installation of the electrical distribution system from the power source at Foothill Road to the sewage pump vault.

Extra Work Order #3	This work order was written for the refurbishing of the waterwheel near the subject rest area. No work was performed on this order. All restoration and refurbishing was completed under SFO #9.
State Force Order #1	Paid for the required Union County building permits.
State Force Order #2	Provided for the cost differential of providing buried service in lieu of aerial from Cal-Pac Utitilities Company.
State Force Order #3	Purchased State Locks.
State Force Order #4	State furnished pedestrian ramp signing.
State Force Order #5	Furnished power to operate facility during construction.
State Force Order #6	Install signing provided on the La Grande-Ladd Canyon Contract for the Rest Area.
State Force Order #7	State forces seeded and mulched disturbed areas after construction.
State Force Order #8	An extra irrigation control panel was purchased for use during future maintenance.
State Force Order #9	State forces constructed the William N. Banton memorial monument and refurbished the old water wheel adjacent to the rest area.
State Force Order #10	Permanent striping of the parking areas.

The most recent problem was the discovery that a pressure relief valve had not been placed in the domestic water supply system at the surge tank as required. This problem resulted from a conflict on the plans, two different details that did not agree. The pressure relief valve was installed by maintenance forces as a minor repair to the rest area - no change order was initiated.

Joseph A. Schlieski

Joseph A. Schlieski
Resident Engineer

PRELIMINARY CONSTRUCTION NARRATIVE REPORT

Contract: 8142
County: Union

Subject: Chas. H. Reynolds Safety Rest Area
Highway: Old Oregon Trail
Contractor: Ray Kenney Construction Co.

First of all I should tell you that a lot of our problems are directly related to the contractor and the lack of good workmanship on the part of his project superintendent. The contractor is non-union and used any and all personnel for all portions of the work, regardless of their qualifications. There was a constant struggle between our inspectors and the prime contractor's personnel to get a good job. The superintendent's only ambition was to put on a show of production, he was not concerned with workmanship.

An attempt is made in the contract special provisions to control the quality of the work by requiring that all construction conform to the current "Uniform Building Code" of the State of Oregon. Also certificates of inspections are required on "Structural", "Mechanical","Electrical", "Plumbing", and "Fire & Life Safety" portions of the work. I feel that we rely too heavily on these various codes. We probably have a more serious problem in Eastern Oregon with the respective inspectors being spread too thin with too many projects to cover. On this project we would be advised by the contractor that an inspection had been made, usually there was no certificate of inspection provided. We'd call the inspector and he'd verbally acknowledge that the work had been inspected or otherwise accepted by him.

Having a copy of the respective building codes does not really help. Portions of these codes are just as confusing as "our" specifications. We'd have better control of the work if the basic code requirements were included in the contract special provisions, and expressed in concise terms allowing no room for different interpretations, or arguments of intent, and understandable to the inspectors and the contractor.

Speaking of concise terms one example comes to mind immediately. On page 40 of the special provisions under the section entitled "Construction" read the first paragraph. The term "prime joints to be caulked" has been interpreted several ways. We argued that joints requiring caulking were to be primed with stain before caulking. The contractor interpreted it to mean that main joints are to be caulked. We talked to painters, carpenters, and inspectors and got different opinions from all as to what the intent was.

One of the problems noted with the special provisions is that we appear reluctant to concisely tell the contractor what we expect. Our specifications instead leave too much room for an argument of intent. We've paid several claims lately because the contractor's interpretation of intent of the special provisions was different than ours. While everyone might argue that the intent is there, the element of doubt as to how the contractor interpreted it, causes us to acknowledge and pay his claim.

One of the biggest problems with this rest area contract appears to be a lack of communications between the various design sections involved in developing a complete set of contract plans and specifications. There are definite conflicts within these plans and specifications that should not have occurred. These conflicting details are the result of trying to assemble data from various sections into one comprehensive plan. One example is the "Electrical Specifications". These specifications are found on 20 pages in 6 seperate sections involving 8 different phases of construction. The various phases ultimately join one another to form a rest area and unfortunately the seperate specifications don't always coincide.

The problems associated with numerous divisions in the specifications are further complicated by the manner in which most of these contracts are pursued by the prime contractor. More often than not there are numerous subcontractors, handling all of a particular type of work. For example electricians, plumbers, masons, roofers, painters, etc. each one doing his part of the work regardless of bid item.

[illegible]

Why can't the special provisions be assembled into sections related to the type of work to be done and not by the bid item. Have one section of "Electrical Specifications" that would apply to all phases of the work. If there are necessary exceptions, note them in this section. An electrician and/or inspector could read this section and feel reasonably assured there is nothing hidden elsewhere in the specifications.

I'd best get off this comment kick and get to the problems we've noted.

TOILET BUILDING AND WATER CONTROL BLDG

Specifications Clarification:	Site Work: There currently is a claim pending due to the poor description of what is included under the term "Site". Was this only the immediate vicinity of the buildings or did we intend it to include all of the area between the existing curbs. There was no provision made for any type of grading work in the rest area proper. Unfortunately on the plans we call out some general excavation related to the access roads to the reservoir and water control building. The contractor contends that all of his grading work in the rest area should be covered under general excavation since there is an applicable contract bid item. We need a better definition of "Site Work".
Construction Problem:	Footings: Some confusion as to what the intent was regarding the resteel. We finally used "L" bars as verticals - alternating the tails on every other bar.
Maintenance Problem:	Floor Slab: With a major portion of the plumbing under the concrete floor slab in the mechanical room - why not provide access to the plumbing through the floor slab? Possibly stay-in-place forms could be utilized.

Construction Problem:

Framing: The contractor took the term "rough carpentry" literally. Additonal basic details or notes would be beneficial to inspectors who are not carpenters, etc. Presently we rely too heavily on building codes, and the contractor's workmanship. Unfortunately I feel that we are not getting the best job possible. Our inspectors need to know what minimum requirements are necessary. On this project a good portion of the walls were framed as a unit on the ground and then raised into position. This is a common practice in the building trade - but we had difficulty tying the corners together and squaring up the framing. The contractor was content with a toenail here and there.

We found no details for headers over the doorways. Also had difficulty getting full bearing of roof beams on the wall top plates. There should be a definite note on the plans that the top plate will be beveled to provide full bearing.

Construction Problem:

2 x 10 Spaced Beams: These beams need to have a 2 x 4 spacer top and bottom, with possible intermediate vertical spacers to keep the 2 x 10 from warping, etc. Also where the fascia notches around the spaced beam - notched portion of the fascia tends to breakout between the 2 x 10s.

Design Problem:

Fascia: Fascia attached to end of T & G decking with nailing into end grain of decking, warped and twisted badly. This is not sufficient support for a 2 x 10. Installing a wooded cant on the roof or in this case we used a 2 x 2 screwed to the underside of the decking and the fascia, would provide additional support.

Design Problem:

Decking: The grading requirements on all lumber have been relaxed, including the T & G decking specified for the roof. The grade specified requires a good deal of sanding and/or preparation in order to comply with our expectations. We need more emphasis on required sanding and preparation, prior to painting.

Why don't we also use decking with tongue and groove butt joints to eliminate warping, etc. Again there was little effort made by the contractor to square up joints, etc.

Design Revision:

Roof: We have roof drains at only two corners of the roof - why not slope the roof toward the drains?

No down spouts are provided. Windy conditions encountered here will prevent any water from falling into the drywells.

Why not indicate the roof pitch on the plans?

Design Revisions:

Windows: The glazing specified seems to be very brittle. More than half of the windows were broken when shipped to the project. Fragments of the glass shatter easily.

In some rest areas maintenance is going in and installing window screens and/or protective screening to protect the glass from vandals.

Design Revisions:

There is a conflict between the equipment location in the mechanical room and the through bolts used to hold the mirrors in the rest room. On one wall the through bolts are behind the irrigation controller.

Construction Problem:

There are no supports shown for the piping in the mechanical room. This apparently is covered by the "Plumbing Code", but who reads that. Show a typical support bracket on the plans and specify the maximum spacing.

Construction Details:

No fire stops are shown or called for on the plans. They are required by the building code. Why not show them on the plans?

Color Schedule:

On this contract the "Color Schedule" was not available to the contractor(s) until after the contract was awarded. This cost us additional monies due to suggested suppliers not having a suitable color. Why isn't the color schedule part of the plans or specifications?

Suggested Manufactures:

We suggested manufacturers or suppliers who did not have acceptable colors or materials. The contractor assumed that he could get quotes from the suggested suppliers and accept the best quote. If we are going to suggest a source for materials we should be certain that acceptable materials are available from that source.

Applicable Standards:

When national standards are specified in the special provisions it would be beneficial to the resident if he had at least xerox copies of applicable portions of the standards. For example, we are to install the ceramic tile in accordance with the current edition of "The Handbook for Ceramic Tile Installation" by the Tile Council of America. I didn't happen to have a copy, but have requested and received xerox copies from Salem. Assuming the designer and spec writer refer to these various national standards, why not make up a "package for the resident" containing the applicable portions and forward it to the project engineer when the contract is awarded.

25,000 Gal. Concrete Reservoir

Construction Problem:

With a 13' height and 9" walls with lots of resteel proper placement of concrete is difficult. You can't get a tremie in the wall forms and the contractor had problems with adequate vibration. Why can't the dimensions of the reservoir be revised to a lower profile with slightly thicker walls to accommodate the resteel?

Details:

Details are generally poor. Need more details on placement of intake and outlet pipe, overflow flare, outlet screen, etc.

There should be screens over the outlet end of the vent pipes.

Is there supposed to be a flap valve on the outlet end of the drain line?

There is a eye bolt and chain detailed on dwg. # 20323, we've yet to figure out what its for!

Exposed Aggregate Sidewalks & Headers

Construction Problem:

Trying to mask the stained redwood headers before pouring the sidewalk dosn't work. We've tried different tapes, etc. and still tear it off during the pour.

Difficult to get a uniform exposure on the exposed aggregate walks. Our specified pea gravel was 1-1/2" - 3/4". Based on other experiences over here with the prevalent weather etc., we reduced the pea gravel size to 3/4" - 3/8" and seem to be getting a more uniform and durable product.

Our previous problems with redwood headers warping, etc. may be cured with the use of galvanized nails into the concrete.

Sunshelters and Picnic Table Slabs

Construction Problem:

With the wind conditions encountered here a closer nailing pattern is required on the roofing on the shelters.

Also on the roofing - the corrugated closure strip does not work well when at an angle to the corrugations.

Why not have a drywell at the roof down spouts?

On the standard picnic table slab - why not detail a slight crown for drainage? We set the very center of the slab approximately 1" high and slope it down in a full circular crown - seems to work well.

Details:

Additional details could be used on the picnic shelters

Illumination

Specifications: We've completed about 25% of this work and havn't noted any particular problems. We are already getting comments about the sodium vapor lights.

One mistake we did make however was the specifying of a definite brand and type of luminare. The supplier knew this before the contract was let and kept advising me that no other luminare could be used, etc. There are other suitable luminares apparently, and this type of specification certainly curtails any competitive bidding of suppliers.

Signing

Revision: From the very beginning of this project I could Not justify portions of the construction signing and the amber flashers required on the plans. This rest area has never been in use and to provide for the public's unnecessary travel through a construction area seems ridiculous. We finally deleted the amber flashers by a price agreement with a credit to the State.

I would think that on a project of this type we would be better off to advise the public that there is a rest area under construction and that it is not available for public use. We have people stopping and walking through mud or whatever, to get to the buildings and then griping because the facilities are not available for their use.

FINAL COMMENTS

We will report any additional problems noted in our final construction narrative.

Joseph A. Schlieski
Resident Engineer
3-29-76

cc: Region
Road Design Section (Versteeg)
file ✓
FHWA (R. A. Nichols per request)

U.S. GOVERNMENT PRINTING OFFICE: 1974 -- 732 - 328

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY UNION	DIVISION OREGON
DATE OF REPORT 12-19-77	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-6(60)265
COMPLETION DATE November 11, 1976	ACCEPTANCE DATE BY CONTRACT AGENCY November 29, 1977	TIME ELAPSED NA %	CONTRACT TIME Completion date November 30, 1976
APPROVED EXTENSIONS None	LOCATION Approximately five miles southeasterly of La Grande, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHARLES H. REYNOLDS SAFETY REST AREA
BUILDING, LANDSCAPING AND ILLUMINATION

This project provided for the construction of the Charles H. Reynolds Safety Rest Area.

The final amount of the original contract items was $744,973.83 or a 0.9 percent overrun of the original contract amount. The final project cost including engineering and all charges was $883,640.41.

All participating work has been completed.

A final inspection of the work including the establishment period was made on October 19, 1977.

COPY SENT
DEC 27 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 12-19-77	TITLE District Engineer	DATE 12-19-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

8142-31

FORM APPROVED RCS HNG-30-02

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

CARD A

PART A

Oregon

Union

I-80N-6(60)265

X

Y021
Y022

May 12, 1975

20 795,723

November 8, 1976

21 N/A

None

PART B

30 LABOR	TOTAL MAN HOURS 23,490	GROSS EARNINGS 221,700

CARD B

TOTAL COST OF ALL MATERIALS AND SUPPLIES 428,600

12"	50'
18"	297'

1,000

13
0
2,282

0

29

0

38,700

0

0

1,138
275
(approx.)
0
0

0

80

0

0

629

37,892

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR 47 should be transmitted for each highway construction [illegible]

[illegible]

[illegible] PR 47 [illegible] only the original [illegible] carbon or "fast" copies [illegible]

[illegible]

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items.

Item 1 [illegible] cement used on project. Do not [illegible]

Items 2 and 92 [illegible] aggregates [illegible] from [illegible] gravel, crushed stone, etc. Do not [illegible] Items 11 and 12. Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet [illegible] board feet.

[illegible]

8142

8

December 2, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 30, 1977, we wrote to you concerning release of final payment on Contract No. 8142 awarded to Ray Kenney and Ray Kenney Construction, Inc. for work in the Chas. H. Reynolds Safety Rest Area on the Old Oregon Trail in Union County.

Final payment on this contract is $7,007.49 and the total contract amount is $777,331.43 including $5,889.56 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ray Kenney and Ray Kenney
Construction, Inc.
254 S.E. 2nd Street
Ontario, OR 97914

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

September 2, 1977

Ray Kenney Construction, Inc.
254 S.E. 2nd Street
Ontario, OR 97914

Gentlemen:

Thank you for your letter of August 25, 1977, and attached Release from Ticco, Inc.

Our records indicate this is in connection with the Ticco, Inc. claim against Ray Kenney Construction, Inc. Contract No. 8142, Chas. H. Reynolds Safety Rest Area in Union County.

This Release will be noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Ticco, Inc.
E. 3717 12th Avenue
Spokane, WA 99202

RAY KENNEY CONSTRUCTION, INC.
General Contractor
COMMERCIAL & INDUSTRIAL
Phone (503) 889-7601 254 S. E. 2nd Street
ONTARIO, OREGON 97914

August 25, 1977

C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

Re: Notice of Unpaid Claim and Notice of Claim
by Ticco, Inc.
Charles Reynolds Safety Rest Area
Contract No. 8142

Dear Mr. Head:

Enclosed is a release signed by James Sousa, President of Ticco, Inc. for above mentioned claim.

Yours very truly,

Ray E. Kenney

REK:en

Enclosure

RELEASE

FOR AND IN CONSIDERATION of the sum of SIX THOUSAND and NO/100 ($6,000.00) DOLLARS, receipt of which is hereby acknowledged, TICCO, INC., also known as TURF IRRIGATION CONSTRUCTION COMPANY of Spokane, Washington, and JAMES SOUSA, do hereby release and discharge RAY E. KENNEY and RAY KENNEY CONSTRUCTION, INC., their agents, representatives, employees, insurers and bonding compnies, from any and all rights, claims, demands and damages of any kind, known or unknown, existing or arising in the future, resulting from or related to a certain construction agreement entered into on the 15th day of April, 1975, wherein the undersigned performed certain labor and services as a subcontractor for RAY KENNEY CONSTRUCTION, INC., at the CHARLES H. REYNOLDS SAFETY REST AREA in LaGrande, Oregon.

That this release covers the period from the parties' initial contact to the present time and is the full and complete discharge of all obligations to the undersigned, their employees, subcontractors, the State of Oregon Department of Transporation and any and all bonding companies and insurers.

IT IS FURTHER UNDERSTOOD AND AGREED that this release can be filed with the State of Oregon and will be notice to the State of Oregon that the Notice of Unpaid Claim filed by TICCO, INC., has been fully satisfied and paid.

IT IS FURTHER UNDERSTOOD AND AGREED that this release can also be sent to any and all bonding companies to which TICCO, INC. has made a claim, as notice of payment in full of said claim by RAY KENNEY CONSTRUCTION, INC.

IT IS FURTHER UNDERSTOOD AND AGREED that this is a compromise settlement of any and all claims of every kind and nature whatsoever, arising out of the transactions and relationships of the parties hereto during the construction of the CHARLES H. REYNOLDS SAFETY REST AREA in LaGrande, Oregon, and is not an admission of liability, but is made to solely avoid the costs of litigation.

WE HAVE READ THE FOREGOING RELEASE AND FULLY UNDERSTAND IT.

DATED this [illegible] day of July, 1977.

TICCO, INC.

By ______________________

____
(James Sousa)

YTURRI, O'KIEF,
ROSE & BURNHAM
ATTORNEYS AT LAW
YTURRI BUILDING
P. O. BOX 5
ONTARIO, OR. 97914

RELEASE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 25, 1977

FILE: CON 4-6
CON 5 #8142

FROM: John A. Bond, Secretary
Claims Review Board

SUBJECT: Reynolds Safety Rest Area
Contract No. 8142

TO: R. L. Schroeder, Chairman
L. W. Rulien
Jack Sollis
V. E. Skoog
D. H. Moehring
Art Brummitt

For your information, the contractor signed Price Agreement No. 15 in the lump sum amount of $10,900 which settled all claims on this project and FHWA has approved federal participation in this settlement.

JAB:fr

March 29, 1977

Ray Kenney Construction, Inc.
254 S.E. 2nd Street
Ontario, OR 97914

Gentlemen:

Reynolds Safety Rest Area
Contract No. 8142

The Claims Review Board has sanctioned an adjustment on the conduit claim originating with your subcontractor, Stadeli Pump & Construction, Inc. The amount offered as a complete and final settlement is for the extra cost of the 36-inch casing, plus approximately one-half of the ten weeks' labor and equipment cost claimed by the subcontractor.

Enclosed is a lump sum price agreement in amount of $10,900 which would constitute a complete and final settlement of all claims on this contract.

If satisfactory, please execute and return the original of this price agreement to me after which a post semi-final voucher will be processed.

Sincerely,

H. S. Coulter
State Highway Engineer

Enc.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
W. E. Schwartz
J. A. Schlieski

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 28, 1977

FILE: CON 5 #8142

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Reynolds Safety Rest Area
Contract No. 8142
Conduit Claim

TO: MEMO TO THE FILES

Stadeli Pump & Construction, Inc. subcontracted the installation of the conduits under the roadway on this project. The plans show two such installations both using 18" pipe as conduit. Stadeli subcontracted this work for Kenney Construction, the prime contractor, on the basis of using 24" conduits for their own convenience. They were able to install the one at Foothill Road with some difficulty and then decided they had to go to 36" size conduit for the installation under both directions of the freeway at the Rest Area site.

The plans call for "18" conduit" and the subcontractor claims that this was impossible. He alleged that they estimated about three weeks total time to install all the conduits when they were quoting, but it actually took about 13 weeks. Their claim, therefore, (as set forth in the 9-1-75 handwritten letter), was for an additional 10 weeks on the job plus the increase in cost for 36" casing versus 24" which they intended to use plus added equipment costs. This is for just rented equipment, not their own. The claim in the total amount of $16,902.75 included no overhead markup, nor time for Marvin Stadeli himself who helped on this work part of the time.

The claim was resisted by the State, relying mainly on the special provisions which expected the contractor to thoroughly familiarize himself with the site conditions and difficulties involved in installing the pipe under the highways.

The Claims Board sanctioned a compromise lump sum adjustment in the belief that,

1. There was an implied warranty in our plans that an 18" conduit could in fact be installed by the jacking method. Had the plans shown 18" minimum or in some fashion indicated the alternative of using a larger conduit, we would be in a much different position.

2. The obvious likely presence of boulders in the area which we emphasized in rejecting the claim could have been better spelled out in the special provisions. They felt we left too much for a bidder to investigate and determine on his own within the limited time of bidding.

3. Even though the tunneling option was theoretically available to the contractor under the specs. and which would have permitted the use of an 18" conduit, it would have incurred an even higher construction cost and it was apparent that the bid was not submitted on that basis.

4. Having recognized a valid basis for adjustment, the Board approached the change and the cost related to it from the subcontractor's standpoint, but scaling down the amount to only one-half of the labor and equipment involved. The prime contractor contributed an unknown amount towards these two bid items by disposing of the spoils material, digging the jacking pits, necessary pumping and backfill. The prime contractor had explained that he did not use a subcontractor quotation in bidding. He derived his own price and then shopped for bids later after obtaining the contract.

The Board sanctioned a lump sum settlement of all claims which on the above basis rounds off to $10,900. Price Agreement 15 to make this offer to the contractor has been prepared accordingly.

JAB:fr

PUMPS — HOME AND INDUSTRIAL IRRIGATION EQUIPMENT WATER LINES — EXCAVATING — CLEARING

Stadeli Pump & Construction, Inc.
1205 N. Second St.
~~622 N. Water Street~~
SILVERTON, OREGON 97381
— ☆ —
873-6325 or 873-4841

9-1-75

Ray Kenney Const. Inc
254 S.E. 2nd St.
Ontario, Oregon 97914

Dear Mr. Kenney:

We are hereby requesting additional monies to our boring contract with you on the Ladd Canyon job called Chas. Reynolds Safety Rest Area for the following reasons:

(1) There were test holes dug on each end of bore and there were no signs of boulders as we encountered.

(2) Your contract documents call for 18" casing, and this would be utterly impossible to use encountering 24" and larger rocks.

(3) We therefore tried using 24" casing in case it would be necessary for a man to crawl into the casing to dislodge a stuck auger by the rocks.

(4) We origanally figured 3 weeks to complete this boring job, but due to change in formation as we found inside we spent that much time if not more on the first bore, and also tore up our boring equipment to the point it was not practical to go on with the other bores with 24" casing.

(5) We then had to go to 36" dia. casing because we had no other way to bring out the large

Chas. Reynolds Safety Rest Area!

9-1-75

boulders and rocks, which Don of the State of Oregon Dept of Transportation under Mr. J. A. Schlieske took pictures of inside of the casing. We also had to jack and dig the last bores by hand, and with additional help of a rented power unit to send casing through these big rocks.

(6.) We feel that in face of the above mentioned facts you will agree with us, and I am sure the State will also agreed we had a real rough show and the price we are asking for additionally is a very worthy small amount.

(7.) We are sure when you present the above facts to the State, they will cooperate and in order for a speedy process I am sending a copy of this letter and request to Mr J. A. Schlieske in La Grande along with copies of the invoices, plus a balance that we feel is due and payable the 10th of Sept. 1975. Please note that regular hand jacking using 36" casing runs from $165.00 to $195.00 per ft.

Invoice # M-2130 Ford Bros. rented on power unit	1800.00
– – 32568 La Grande – – chippers	391.95
– – 32253 – – – –	30.00
Houser Bros. Salem, Oregon – –	112.00
Invoice #13439 and #13446 difference in 162'-10" - 36" casing	4871.10
10 weeks wages plus fringe benefits for 2 men	9698.20
We are asking for this amount extra →	$ 16,902.75

Please not we did not add any profit to this additional amount in order to keep the cost down.

Chas Reynol Saftey Rest Area 9-1-75

Please find sumary of original Bid Price plus payments recieved and balance owing.

Orig. Bid price	$29,000.00
Invoice # 0394	980.00
extras as per this letter	16,902.75
	$46,882.75

Less previous payments as follows:

check # 2623	June 20- 1975	$5130.00	19,218.22
check # 2747	July 29- 1975	$7563.11	
Check # 2823	August 27- 1975	$6525.11	

Total amount due and payable by Sept 10th 1975 $ 27,664.53

With this letter we are informing you we have Completed our part of the contract plus all the extras we are billing you for! We wish you success on the remainder of your project.

We remain:

Stadeli Pump & Const Inc.

Otto B Stadeli Pres.

Otto B. STADELI

C/C W/ENCL.

Oregon State Dept of Trans.
Region 5
Hyway Division
c/o Mr. J. A. Schlieski
La Grande, Oregon 97850

State's Position
(to Claims Review Bd.)

CHARLES H. REYNOLDS SAFETY REST AREA CONTRACT 8142

JACKING CLAIM

Begin with review of contract plans and specifications available to the contractors prior to bidding.

Sheet #2 of the plans shows the pipe installation details. Note that there were actually 3 seperate lengths of pipe under highway to be installed.

Sheet #5 shows a plan view of the 18" conduit at Foothill Road with an elevation view indicating the depth. A 6" sewer line runs through this conduit.

Sheets 7 & 8 show a plan view of the 18" conduits under the W.B. & E.B. lanes of the freeway at the rest area. A 4" sewer line goes through these conduits.

Contract Special Provisions

The contract special provisions contained nearly one full page of specifications regarding "Installing Pipe Under Highway" (page 77 & 78).

"The contractor's attention is directed to the necessity of installing the 18" conduit under the existing Old Oregon Trail Highway at Station "L" 326-90 and under the "L" line between "L" 279-70 and "L" 283+00 as indicated on the plans."

"Installation of pipes under the highways, within the limits indicated on the plans, shall not be performed by the open trench method. Within these limits the pipe shall be installed by jacking, tunneling, boring or other similar methods as the contractor may elect. Sluicing and jetting will not be allowed. The installation shall be in reasonable close conformity to the lines and grades established by the engineer and all voids around the installation shall be completely backfilled with suitable material. Prior to the contractor's beginning any under highway work he shall submit his plans of construction and the methods and equipment planned to be used, to the engineer for approval."

"It is expected that the contractor, before submitting his bid, will carefully study the plans and specifications relating to the work involved, that he will have contacted the engineer who is to supervise the work, and that he will have thoroughly familiarized himself with the conditions, kind and nature of excavation, and other factors, conditions and difficulties either obtaining on the ground or involved in installing pipe under highways."

"Failure on the part of the contractor to properly appraise the factors, conditions and difficulties obtaining or involved in the performance of the work will not entitle him to extra compensation of any kind, nor will it relieve him of the obligation of executing all details of the work as specified and planned."

Remarks and Comments

How the work would be done -

The special provisions did not specify how the work would be done. The pipe could be installed by "jacking", "tunneling", "boring" or other similar methods as the contractor may elect.

The Standard Specifications describe the tunneling method (Section 603 page 373) as being an approved method which supports the surrounding material to prevent caving and settlement. Areas around the installed pipe shall be backfilled with moist sand, granular material or cement grout filling voids and packed into place with mechanical tampers or other approved devices. Lagging, bulkheading, and timbering shall be removed as the backfilling progresses.

Calling for an 18" conduit should not preclude the possibility of installing the pipe under highway by the tunneling method.

Prebid Information -

Information relative to prebidding questions from interested contractors is recorded by the resident engineer's office. Neither Ray Kenney nor Stadeli Pump & Const. Inc. contacted my office regarding the pipe under highway work prior to bidding or negotiating the subcontract.

Those who did contact my office were advised that we were uncertain of the foundation material that would be encountered - however the materials would most likely be an alluvial deposit fanning out of the mouth of Ladd Canyon.

Test Pits -

We found no evidence of any contractor digging test holes prior to the opening of bids or the negotiation of the subcontract.

Bid Schedule -

The bid schedule listed two bid items covering the work of installing pipe under highway.

Item #35 - - - 18-Inch Culvert Pipe - - - - per Lin. Ft.
This item provided payment for furnishing the 18" pipe. Payment was based on the actual length of pipe installed.

Item #41 - - - Installing 18"-Inch Pipe Under Highway - - - - per Lin. Ft.
This item provided payment for all costs incurred installing the pipe under the highway - excluding the cost of the 18" pipe itself.

Bidders -

There were twelve bids received on the project. Combining the bids on items 35 and 41 gives us the total cost of installing the pipe under highway. The bids ranged from a low of $85.00 to a high of $212.00 per Lin. Ft. Eliminating the high and the low bids - the average bid was $142.45 per Lin. Ft.

Contract Awarded -

The contract was awarded to Ray Kenney Construction, Inc. on March 26, 1975, with a bid of $153.00 per Lin. Ft. for pipe under highway including the cost of the 18" pipe. (Bid items 35 and 41 combined)

Subcontract -

A subcontract was negotiated between Ray Kenney and Stadeli Pump & Const. Inc. on April 15 and "Approved" May 12, 1975. By subcontract Stadeli agreed to complete the work for $100.00 per linear foot including the cost of the casing.

Size Revised -

In the subcontract Stadeli indicated that he'd use 24" steel casing - his reason being that the larger pipe would give him some working room if he encountered large rocks, etc. in the boring. Price agreement #1 was written documenting the change in size for the contractor's convenience at no change in cost.

Commencement Day -

Ray Kenney commenced work on May 12, 1975. Again prior to this time we found no evidence of any test pits on the project.

Summary of Jacking Activities -

Subcontractor moved onto the site at Foothill Road - 5/27/75 - completed jacking the 24" steel casing - 6/20/75. Total of 19 workdays. When the work started the spoils from the jacking pit consisted generally of 6"-0 materials. During the jacking work they did encounter large rocks that did considerable damage to their equipment, and delayed the work by days, while the equipment was repaired or freed from the large rocks encountered.

Moved to the westbound lanes at the rest area - 6/24/75 - completed installing 80' of 36" steel casing - 8/1/75. Total of 28 workdays. When the work started the jacking pit spoils did contain some large rocks. After his experience at Foothill Road the subcontractor decided to go with 36" steel casing so he could physically enter the conduit and free his equipment if necessary. He worked at boring and jacking this conduit until he reached the halfway point under the freeway. There due to 24"+ boulders, he commenced digging by hand and jacking the conduit ahead.

Moved to the eastbound lanes at the rest area - 8/4/75 - completed installing 80' of 36" conduit - 8/26/75. Total of 16 workdays. Again on the eastbound lanes the jacking pit spoils in the median area, did contain some large rocks. This work was completed entirely by hand excavating and jacking the conduit ahead.

Payments made for the Work -

The final length of pipe under highway installed was as per the contract plans. Three 80' lengths for a total of 240 linear feet.

Ray Kenney was paid a total of $36,720 for this work under bid items #35 and 41.

Under his subcontract Mr. [illegible] would receive $24,000 per his agreement of $100 per linear foot.

Summary of Contractor's Claim -

The main point of the contractor's claim is the fact that we called for an 18" pipe on the plans and in the special provisions, and the jacking or boring of an 18" casing through the materials encountered was impossible.

I have no argument with the contractor's claim that they had a rough show on this work - they did.

Extra Compensation Requested -

Mr. Stadeli is requesting payment for the difference in material cost between the 24" casing and the 36" casing. The invoiced cost difference is $4,871.10.

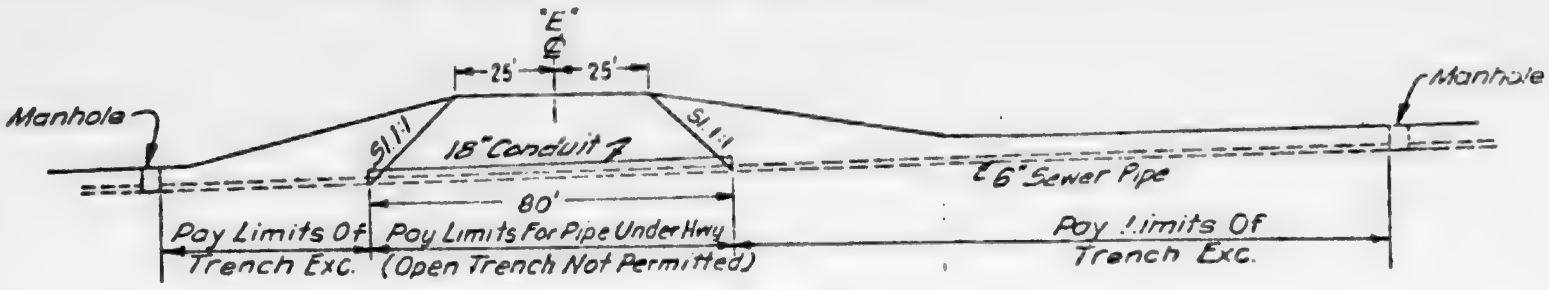
He is also requesting 10 weeks wages for two men - which equals $9,698.20. Mr. Stadeli indicates that they estimated 3 weeks to complete this work - they actually used 13 weeks. The wages for the 10 week period are substantially correct - however I have nothing to show that the originally estimated three weeks was a reasonable estimate of the time necessary to complete the work.

There is also an additional cost of 2,333.65 for the rental of additional equipment needed to complete the jacking work. It should be noted that they are not claiming additonal compensation for the use of their own equipment.

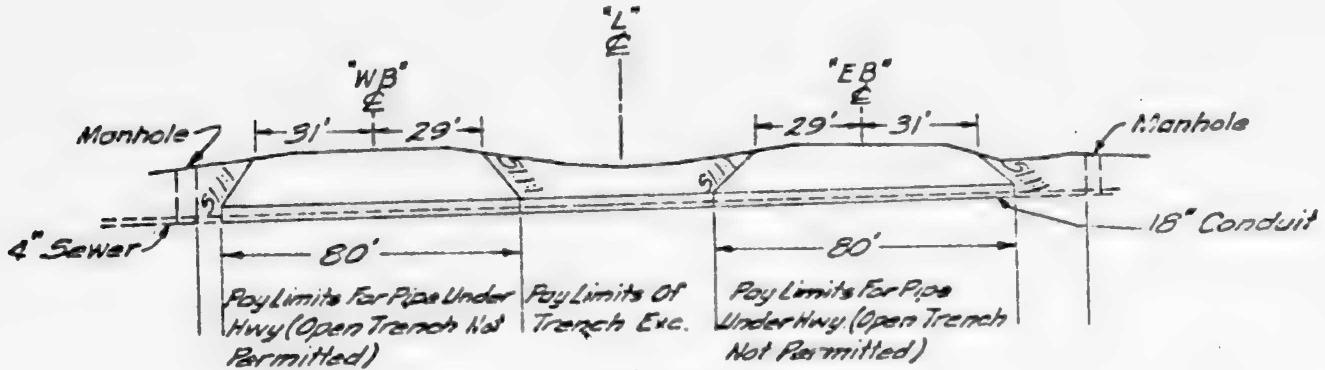
The total amount requested is $16,902.75 - which is the total of actual costs incurred with no allowance for contractor's profit.

CHAS.H.REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET NO. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-8N-6(60) 265		[illegible]

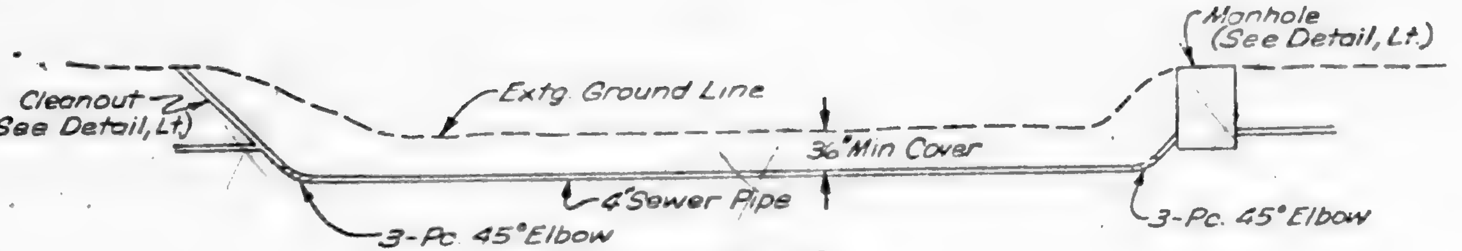
PIPE INSTALLATION DETAILS


"E"
℄
25'
25'
Manhole
Manhole
Sl. 1:1
Sl. 1:1
18" Conduit
6" Sewer Pipe
80'
Pay Limits Of Trench Exc.
Pay Limits For Pipe Under Hwy (Open Trench Not Permitted)
Pay Limits Of Trench Exc.

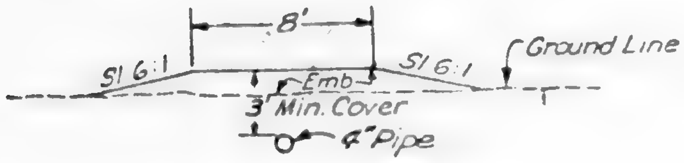
STA."L"279+70 To STA."L"283+00


"L"
℄
"WB"
℄
"EB"
℄
31'
29'
29'
31'
Manhole
Manhole
Sl. 1:1
Sl. 1:1
Sl. 1:1
Sl. 1:1
4" Sewer
18" Conduit
80'
80'
Pay Limits For Pipe Under Hwy (Open Trench Not Permitted)
Pay Limits Of Trench Exc.
Pay Limits For Pipe Under Hwy (Open Trench Not Permitted)

STA."L" 326+90

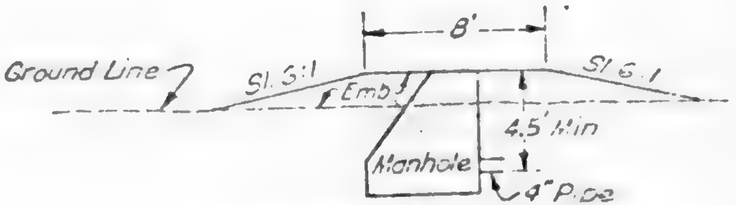


STA. 151+70 To STA. 152+40
192+30 To 193+00
205+90 To 206+60
219+55 To 220+30



STA. 193+00 To STA 198+00

EMBANKMENT OVER PIPE



STA. 193+00 & STA 205+60

CIRCULAR MOUND AROUND MANHOLES

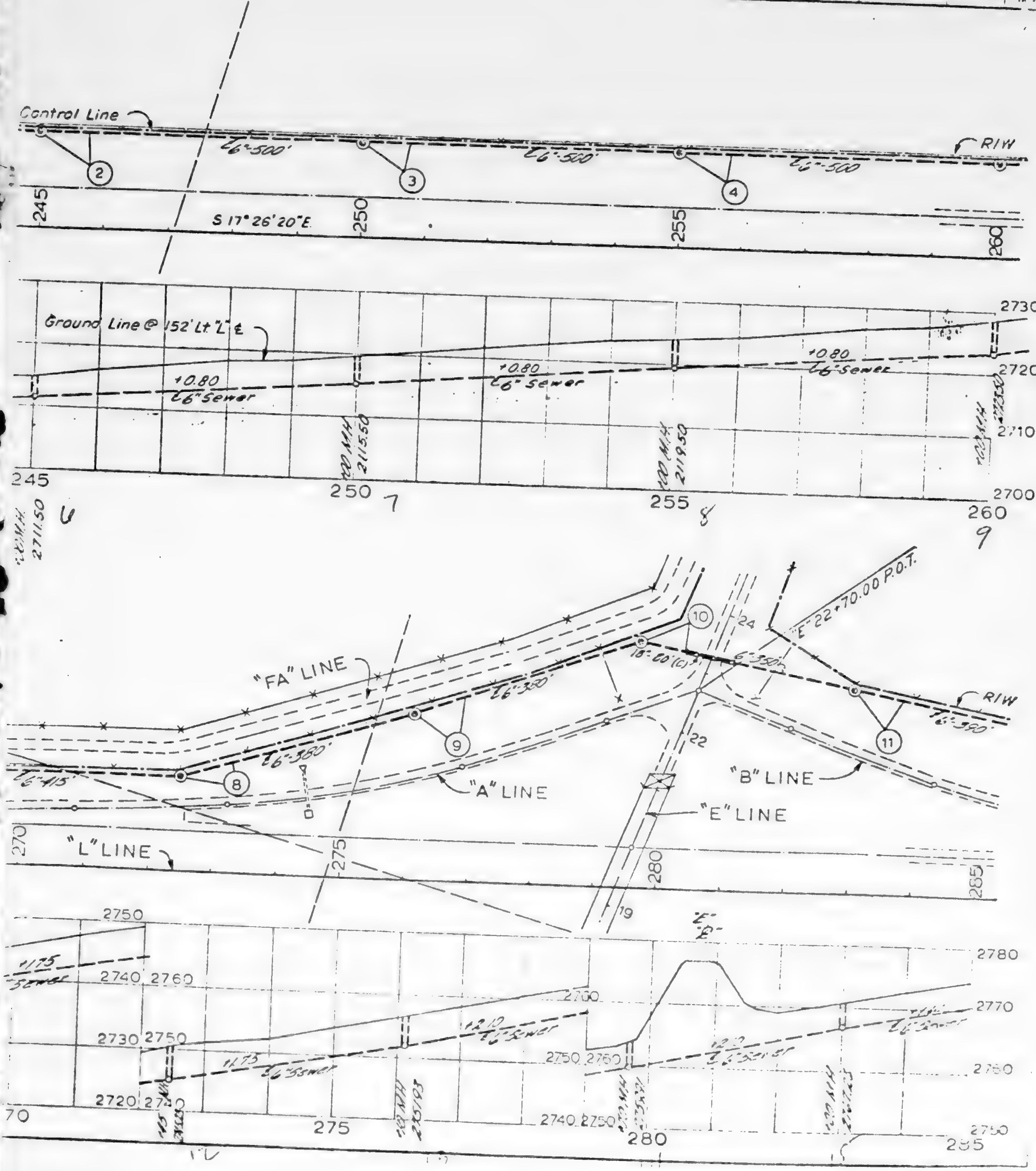
TYPICAL SECTIONS AT EMBANKMENT AREAS

3E., W.M.

12V-19

CHAS H. REYNOLDS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY
UNION COUNTY

FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON	I-80N-6(60)265	



Sec 35

Sht 5

☆ See Adjacent = et

① Sta "L" 240+00
Const Pump Vault
Const Pumping Station
Inst 6" Sewer Pipe-300'
Tr Exc 160 CY
(For Pump Vault Detail, See Drg. No. 30318

② Sta "L" 245+00
Const Manhole
Inst 6" Sewer Pipe-500'
Tr. Exc 180 CY

③ Sta "L" 250+00
Const Manhole
Inst 6" Sewer Pipe-500'
Tr. Exc 210 CY

④ Sta "L" 255+00
Const Manhole
Inst 6" Sewer Pipe-500'
Tr. Exc 220 CY

⑤ Sta "L" 260+00
Const Manhole
Inst 6" Sewer Pipe-415'
Tr. Exc 170 CY

⑥ Sta "L" 264+15
Const Manhole
Inst 6" Sewer Pipe-415'
Tr. Exc. 150 CY

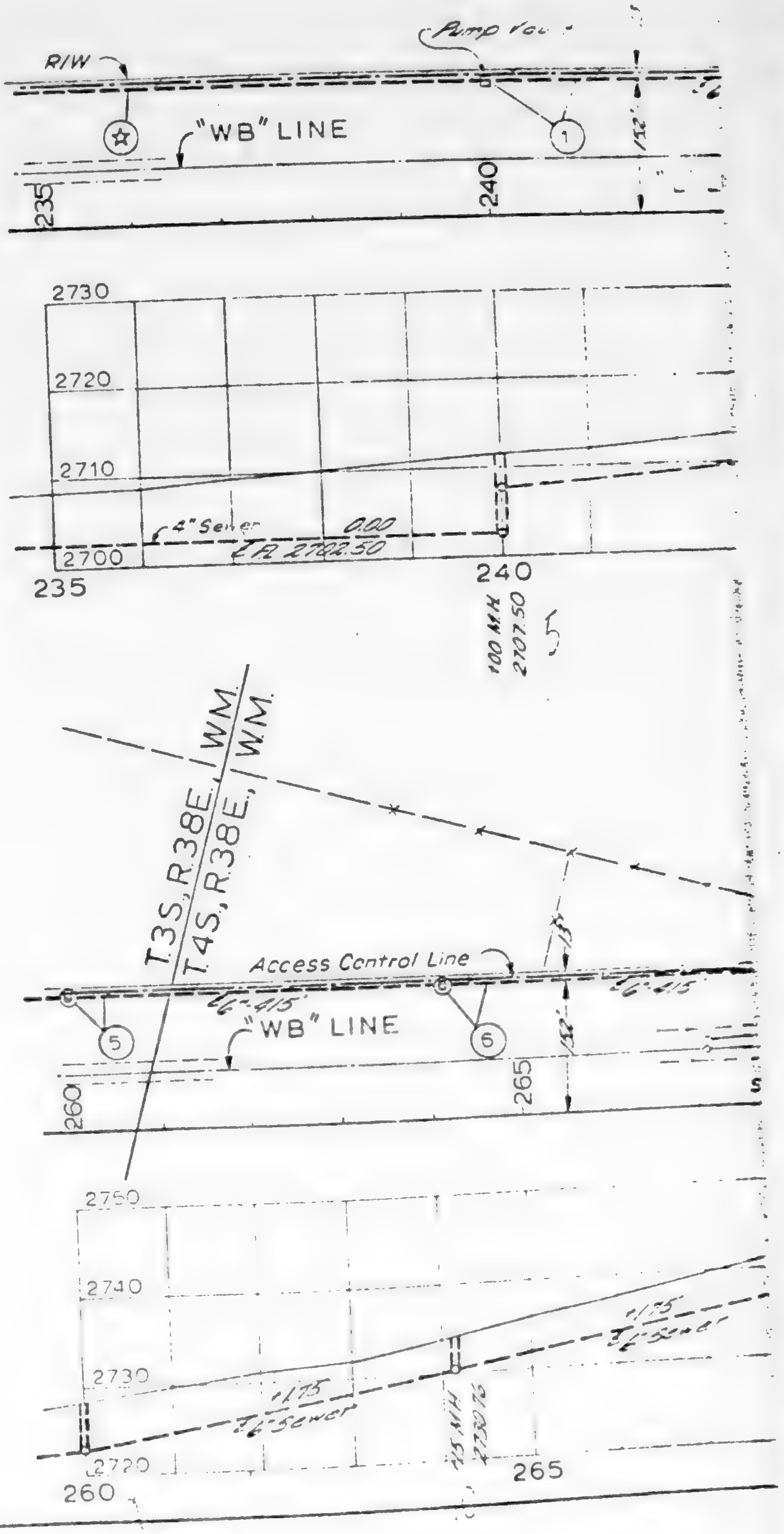
⑦ Sta "L" 268+30
Const Manhole
Inst 6" Sewer Pipe-415'
Tr. Exc 180 CY

⑧ Sta "L" 272+45
Const Manhole
Inst 6" Sewer Pipe-380'
Tr. Exc 170 CY

⑨ Sta "L" 276+10
Const Manhole
Inst 6" Sewer Pipe-380'
Tr. Exc 150 CY

⑩ Sta "L" 279+70
Const Manhole
Inst 6" Sewer Pipe-350'
Inst. 18" Culv. Pipe-80' (Conduit)
Tr. Exc. 130 CY.
For Inst. Details, See Sht 2)

⑪ Sta "L" 283+00
Const Manhole
Inst 6" Sewer Pipe-390'
Tr Exc 140 CY



Sht 7

T.4_, R.38 E.W.M.

CHAS. H. REYNOLDS SAFETY REST A

(For Profiles, See Sheet 7A)

heet 2)

ank-2(Total)
1008)

-2(Total)
al)

(Total)

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cation &
11

4+37

(Conduit)

See Sht 2)

Total)

s 10 & 11)

ank-2(Total)
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29565)

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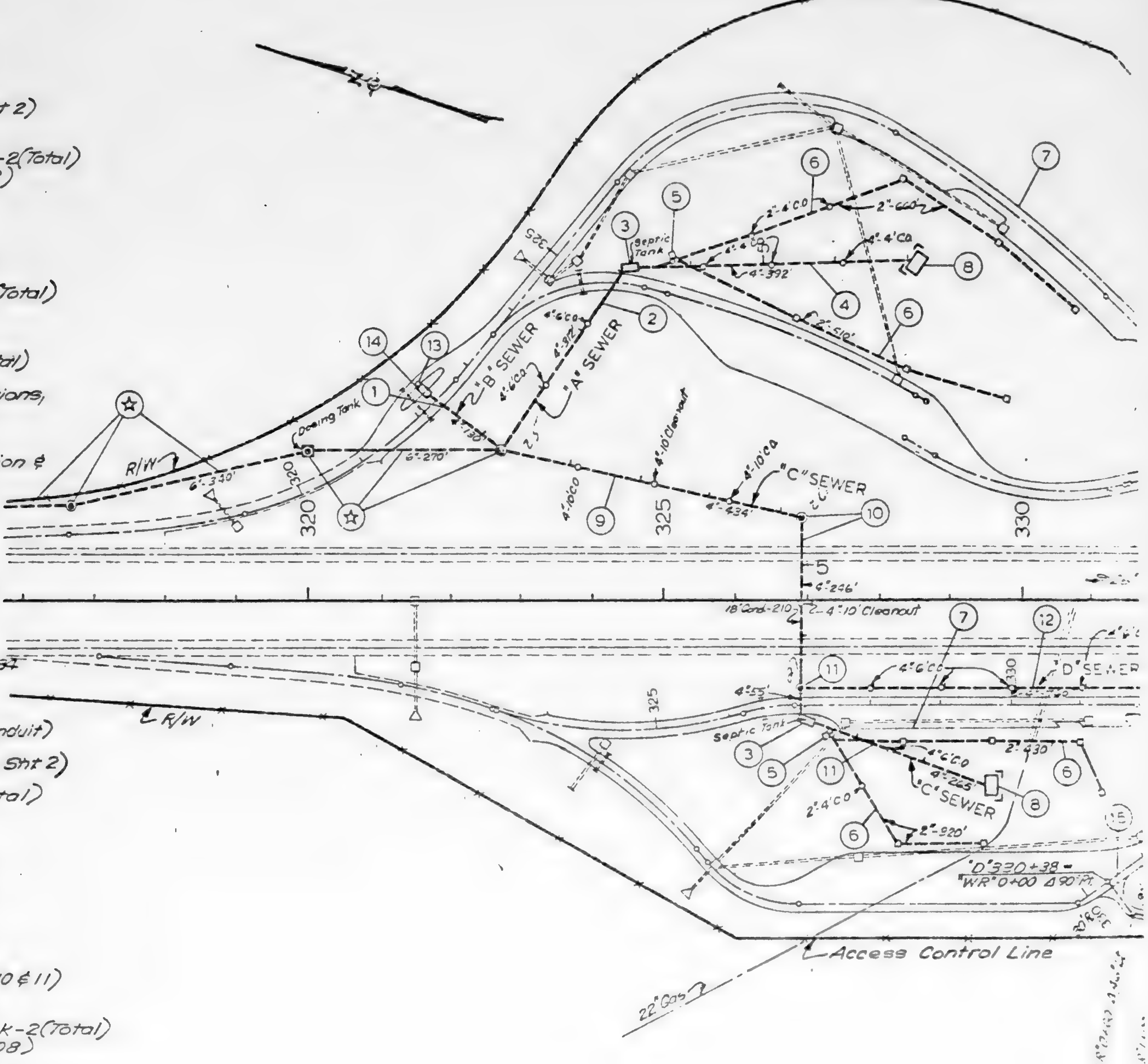
s 20323 & 20324)



SH 7

CHAS. H.

☆ See Adacent Sheet

① Inst. 4" Sewer Pipe - 180'
Under Pvmt. - 30'

② Inst. 4" Sewer Pipe - 324'
Inst. Cleanouts - 2
Under Pvmt. - 30'
(For Cleanout Details, See Sheet 2)

③ Const. 10,000 Gal. Septic Tank - 2 (Total)
(For Details, See Drg. L-1008)

④ Inst. 4" Sewer Pipe - 404'
Inst. Cleanouts - 3

⑤ Inst. Running Trap & Vents - 2 (Total)
Inst. 2" Sewer Pipe - 60' (Total)
(For Details, See Sheet 2)

⑥ Inst. 2" Sewer Pipe - 1932' (Total)
Inst. Cleanouts - 2 (Total)
(For Drinking Fountain Locations,
See Sheets 10 & 11)

⑦ For Pedestrian Ramp Location &
Details, See Sheets 10 & 11

⑧ For Toilet Bldg. Location,
See Sheets 10 & 11

⑨ Inst. 4" Sewer Pipe - 464'
Inst. Cleanouts - 3

⑩ "L" 326+90 (50' Lt.) = "C" Sewer 4+34
Const. Manhole
Inst. 4" Sewer Pipe - 256'
Inst. Cleanouts - 1
Inst. 18" Culvert Pipe - 210' (Conduit)
Tr. Exc. 45 C.Y.
(For Installation Details, See Sht 2)

⑪ Inst. 4" Sewer Pipe - 320' (Total)
Under Pvmt. - 24'
Inst. Cleanout - 1

⑫ Inst. 4" Sewer Pipe - 784'
Under Pvmt. - 30'
Inst. Cleanouts - 6

⑬ Dumping Station
(For Location, See Sheets 10 & 11)

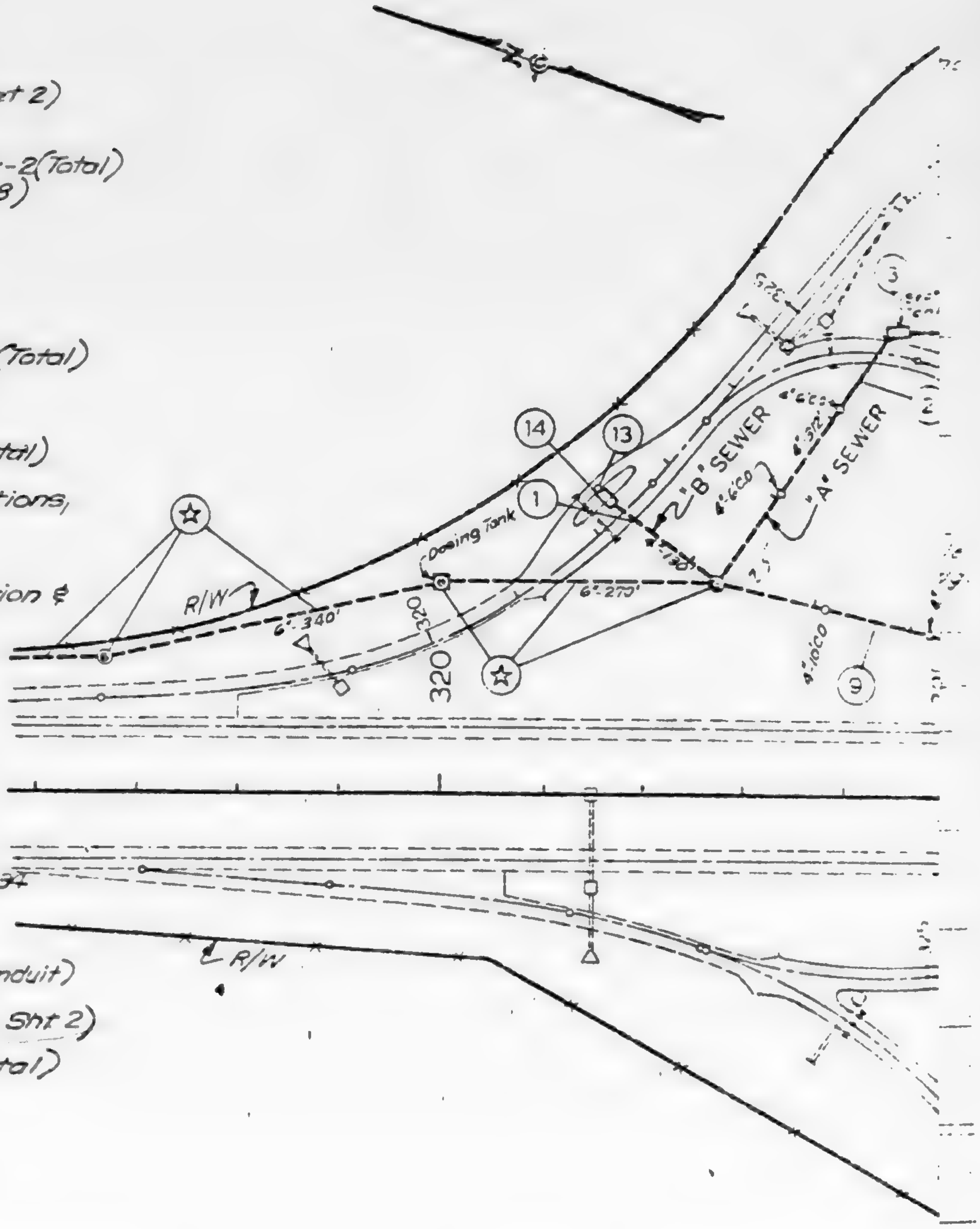
⑭ Const. 3000 Gal. Septic Tank - 2 (Total)
(For Details, See Drg. L-1008)

⑮ Remove Curb

⑯ Const. Access Roads
(For Typical Section, See Sheet 2A)

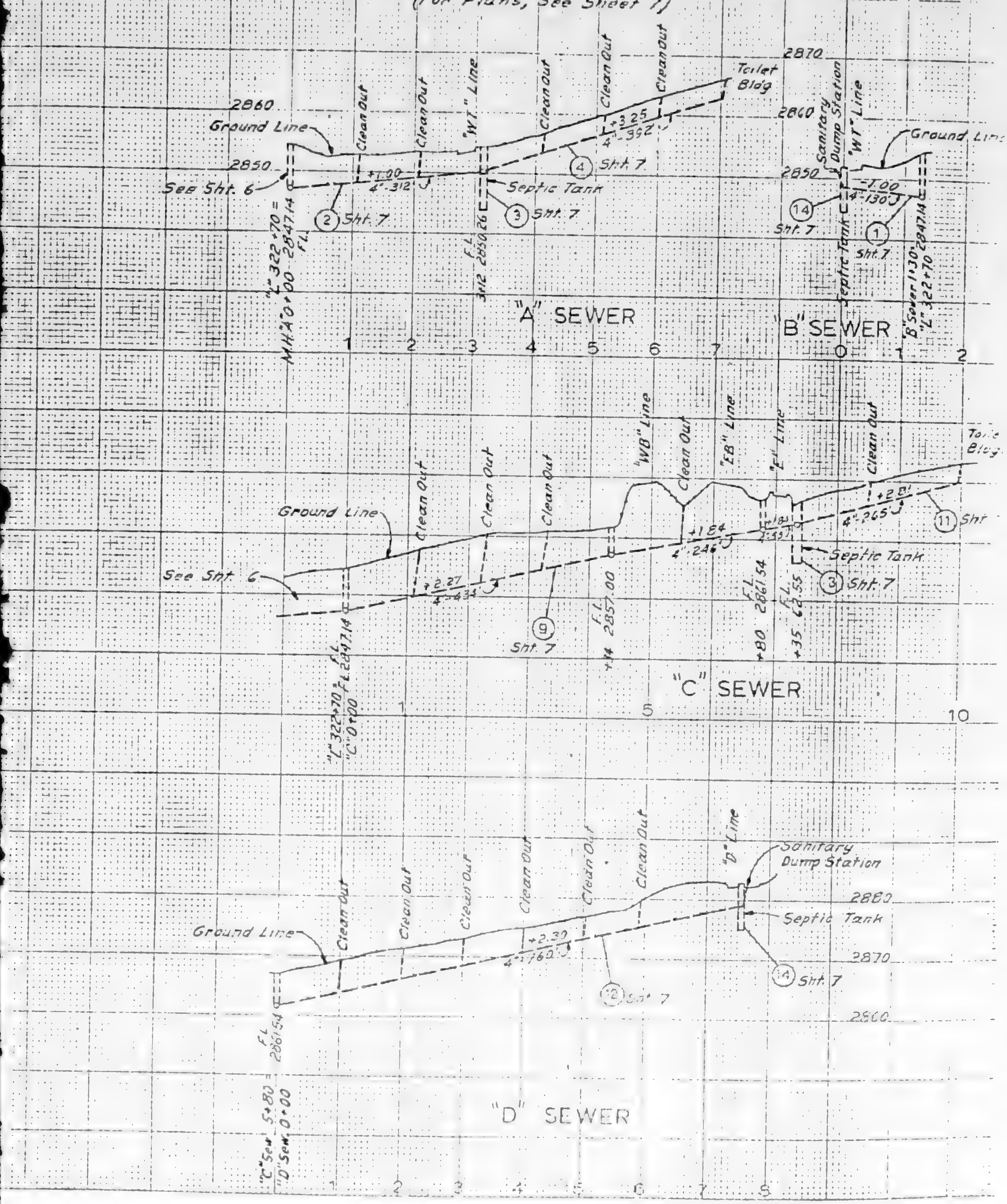
⑰ Const. Water Control Bldg.
(For Details, See Drg No. 29565)

⑱ Const. Conc. Water Reservoir
(For Details, See Drg Nos. 20323 & 20324)



SEWER PROFILES

(For Plans, See Sheet 7)



supervise the work, and that he will have thoroughly familiarized himself with the conditions, kind and nature of excavation, and other factors, conditions and difficulties either obtaining on the ground or involved in installing pipe under the highways.

Failure on the part of the contractor to properly appraise the factors, conditions and difficulties obtaining or involved in the performance of the work will not entitle him to extra compensation of any kind, nor will it relieve him of the obligation of executing all details of the work as specified and planned.

Payment for installing pipe under the existing highways as specified, within the limits indicated on the plans, will be made at the contract unit price per linear foot for the following item:

1. Installing 18-inch Pipe Under Highway.

Payment when made as above specified will be understood to be complete payment for furnishing all labor, tools, materials (except the pipe) and incidentals required to complete the installation as specified.

Payment for furnishing the pipe will be made as set forth in Section 603.

SECTION 604 - MANHOLES AND INLETS

Manholes shall be constructed in conformance with Section 604 of the Standard Specifications.

SEWAGE AIR-RELEASE VALVE

The sewage air-release valve shall be an Apco Model 4000 WA or approved equal.

Payment for the item "Air-Release Valve" shall be full and complete payment for the furnishing and installing of the valve within the manhole and for all required components for its satisfactory operation and shall include testing and adjusting, if required, to place the valve in full operating condition.

RUNNING TRAPS

Running traps shall be constructed as detailed on sheet 2B of the plans and at the locations shown on sheet 7. Payment for the vent pipes wi

Chas. H. Reynolds Safety Rest Area

Asbestos Cement Sewer Pipe - Asbestos cement sanitary sewer pipe shall be Class 2400 pipe conforming to the requirements of ASTM C644 Type II.

Cast-iron Sanitary Sewer Pipe - Shall conform to the requirements of ASTM A 74 and shall be hub and spigot type designed for use with rubber gaskets.

Rubber Gaskets - For use with cast-iron sanitary sewer pipe shall conform to the requirements of ASTM C 564.

Cleanouts - Cleanouts in the sanitary sewer pipe lines shall be constructed as indicated on the plans. The concrete collars shall be supported on firmly compacted gravel fill.

603.81 Measurement - Measurement of the cast-iron sewer pipe shall include the length of the riser pipe to the cleanouts.

603.91 Payment - No separate or additional payment will be made for the cleanout plug, concrete anchor collar and the compacted gravel fill used in construction of the cast-iron sewer lines as payment therefor will be considered incidental to and included in payment made for the pipe.

INSTALLING PIPE UNDER HIGHWAY

The contractor's attention is directed to the necessity of installing the 18-inch conduits under the existing Old Oregon Trail Highway at Station "L" 326+90 and under the "E" line between "L" 279+70 and "L" 283+00 as indicated on the plans.

Installation of the pipes under the highways, within the limits indicated on the plans, shall not be performed by the open trench method. Within these limits the pipe shall be installed by jacking, tunneling, boring or other similar methods as the contractor may elect. Sluicing and jetting will not be allowed. The installation shall be in reasonable close conformity to the lines and grades established by the engineer and all voids around the installation shall be completely backfilled with suitable material. Prior to the contractor's beginning any under highway work he shall submit his plans of construction and the methods and equipment planned to be used, to the engineer for approval.

It is expected that the contractor, before submitting his bid, will carefully study the plans and specifications applying to the work involved, that he will have contacted the engineer who is to show and

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER [illegible]
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

J.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

rm Approved; O M B No. 04-R2089
State Oregon
County Union
Project Number I-80N-6(60)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 823,034	$ 864,149
Federal funds	$ 759,495	$ 797,420
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work. No change in present additional funds of $50,831.20 under PL 94-30.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of February, 19 .

Oregon State Highway Division
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Oregon State Highway Division
Salem, Oregon, February 14, 1977

Federal Aid Project
No. I-80N-6(60)265

CHARLES H. REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HWY. IN UNION COUNTY

Revised Project Agreement Estimate

Type Code Y021
Safety Rest Area (Sta. 139+90 to Sta. 327+10)

Subtotal on previous estimate of May 5, 1976 $430,755.98

Additional Approved Items

PA 9 Adjust Irrigation System	Lump Sum	775.00
PA 10 Furnish & Install Additional Well Housing Cover	Lump Sum	1,000.00
PA 11 Furnish & Install Additional Valves	Lump Sum	675.00
PA 12 Furnish & Install Chain Link Fence	Lump Sum	1,480.05
PA 13 Site Grading	Lump Sum	5,000.00
PA 14 Supplemental Electrical Installations	Lump Sum	1,568.00
SFO 6 Install Rest Area Signing	All Required	450.00
SFO 7 Seeding and Mulching	All Required	2,750.00
	Increase	$ 13,698.05
	Subtotal	$444,454.03
	Engineering	53,334.97
	Total	$497,789.00

Type Code Y022
Rest Area Convenience Facilities (Sta. 139+90 to Sta. 327+10)

Subtotal on previous estimate of March 28, 1975 $317,458.00

Additional Approved Items

PA 2 Provide Sand Bedding	990 cu.yd.	2.60	2,574.00
PA 3 Furnish & Place 12-inch Culvert Pipe	50 lin.ft.	6.75	337.50
PA 5 Provide Ventilation for Sewage Vault	Lump Sum		1,383.55
PA 6 2"x2" Support on Fascia	Lump Sum		515.00

PA 8 Penalty on Toilet Partition	Lump Sum	(250.00)
EWO 2 Install Electrical Distribution System	All Required	5,089.56
	Increase	9,649.61
	Subtotal	$327,107.61
	Engineering	39,252.39
	Total	$366,360.00

Length of Project - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area Convenience	$497,789.00	$459,350.00	$38,439.00
	366,360.00	338,070.00	28,290.00
Total	$864,149.00	$797,420.00	$66,729.00

Group 1 - 100%
Contract No. 8142
Prefix: 631-1082

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-186		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Union
MODIFICATION NUMBER 2	STATE COPY	Project Number I-80N-6(60)265

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on April 8, 19 75,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 823,034	$ 823,034
Federal funds	$ 759,495	$ 823,034
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed April 8, , 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 63,539."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-94
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State	Oregon
County	Union
Project Number	I-80N-6(60)265

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8, 19 75.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 820,903	$ 823,034
Federal funds	$ 757,529	$ 759,495
Other revisions		

This modification is made for the following reasons:

To include authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 5, 1976

Federal-Aid Project
No. I-80N-6(60)265

CHARLES H. REYNOLDS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Revised Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 139+90 to Sta. 327+10)

Subtotal on previous estimate of March 28, 1975		$428,818.78

Additional Approved Item

California Pacific Utilities Company	All Required	1,937.20
	Subtotal	$430,755.98
	Engineering	43,075.02
	Total	$473,831.00

Type Code Y022
Rest Area Convenience Facilities (Sta. 139+90 to Sta. 327+10)

Total same as previous estimate of March 28, 1975	$349,203.00

Length of Project - - - - - - - - 0.0 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$473,831.00	$437,251.00	$36,580.00
Convenience	349,203.00	322,244.00	26,959.00
Total	$823,034.00	$759,495.00	$63,539.00

Group 1 - - - 100%
Contract No. 8142
Prefix: 631-1082

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE **Oregon** COUNTY **Union** PROJECT NO. **I-80N-6(60)265**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Chas. H. Reynolds Safety Rest Area (approx. 5.7 miles south of La Grande)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-26-76	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 820,903	FEDERAL FUNDS $ 757,528

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. Green
(Division Engineer)

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-80N-6(60)265

CHARLES H. REYNOLDS SAFETY REST AREA

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

Salem, Oregon, March 28, 1975

Project Agreement Estimate.

Type Code Y021
Safety Rest Area (Sta. 139+90 to Sta. 327+10)

Mobilization	All Required		$ 2,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	74 sq.ft.	4.25	314.50
Flagman	24 hours	12.00	288.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	300 cu.yds.	3.00	900.00
Trench Excavation	3,650 cu.yds.	9.50	34,675.00
Furnishing and Placing Topsoil	16,000 cu.yds.	3.00	48,000.00
Watering	20 M-gals.	10.00	200.00
1" - 0 Aggregate Base	600 cu.yds.	6.00	3,600.00
Class "B" or Class "C" Asphalt Concrete, 2 Inches Thick	2,200 sq.yds.	2.50	5,500.00
Concrete Walks	4,300 sq.yds.	9.00	38,700.00
Exposed Aggregate Concrete Walks	800 sq.yds.	10.00	8,000.00
Concrete Mowing Strip	1,300 lin.ft.	3.00	3,900.00
Pedestrian Ramp	2 only	2,500.00	5,000.00
Stone Masonry Planter Walls	150 lin.ft.	35.00	5,250.00
Stone Masonry Monuments	2 only	750.00	1,500.00
Furnish and Planting Trees	228 only	23.66	5,394.48
Furnish and Planting Shrubs	1,760 only	7.88	13,868.80
Bark Mulch	50 units	85.00	4,250.00
Sod Lawn	All Required		63,000.00
Irrigation System	All Required		59,900.00
Water System Electrical, Complete	All Required		9,123.00
Well Housing	All Required		1,000.00
Submersible Pumping Installation	All Required		4,070.00
Control Room Hydraulic Equipment	All Required		6,865.00
Chlorination Installation	All Required		3,528.00
Water Mains	All Required		20,000.00
25,000-Gallon Reservoir	All Required		19,000.00
Reservoir Level Controller	All Required		800.00
Electrical Supply System	All Required		10,000.00
Metal Lighting Poles	All Required		14,145.00
Pole Foundations	All Required		3,000.00

Luminaires and Ballasts	All Required	$ 11,247.00
Switching, Conduit, Wiring, Lamps, etc.	All Required	9,500.00
		$421,018.78

Anticipated Items

Building Permit Fees (E.W.)	All Required	$ 500.00
Temporary Erosion Control (E.W.)	All Required	1,500.00
On-the-Job Trainees (1 @ $800) (E.W.)	All Required	800.00
Refurbish Water Wheel (E.W.)	All Required	5,000.00
		$ 7,800.00
	Subtotal	$428,818.78
	Engineering	42,881.22
	Total	$471,700.00

Type Code Y022
Rest Area Convenience Facilities (Sta. 139+90 to Sta. 327+10)

Picnic Tables	15 only	1,000.00	$ 15,000.00
Sun Shelter with Table	7 only	3,000.00	21,000.00
7-Foot Bench	2 only	400.00	800.00
Drinking Fountain	12 only	900.00	10,800.00
Litter Receptacles	16 only	200.00	3,200.00
Sand Urns	7 only	100.00	700.00
Type 8 Toilet Building	2 only	44,660.00	89,320.00
Information Shelter	2 only	5,100.00	10,200.00
Water Control and Storage Building	1 only	8,100.00	8,100.00
Trailer Sanitary Station	2 only	1,500.00	3,000.00
10,000-Gallon Septic Tank	2 only	5,238.00	10,476.00
3,000-Gallon Septic Tank	2 only	2,728.00	5,456.00
18-inch Culvert Pipe	300 lin.ft.	33.00	9,900.00
4-inch P.V.C. Sanitary Sewer Pipe	10,300 lin.ft.	1.30	13,390.00
6-inch Asbestos Cement Sanitary Sewer Pipe	8,350 lin.ft.	2.36	19,706.00
2-inch Cast-Iron Sanitary Sewer Pipe	2,000 lin.ft.	2.48	4,960.00
4-inch Cast-Iron Sanitary Sewer Pipe	2,700 lin.ft.	3.74	10,098.00
Extra for Pipe Under Pavement	160 lin.ft.	16.00	2,560.00
Installing 18-inch Pipe Under Highway	290 lin.ft.	120.00	34,800.00
Manholes	27 only	700.00	18,900.00
Air Release Valve	4 only	1,368.00	5,472.00
Sewage Pump Station	1 only	18,000.00	18,000.00
Siphon Dosing Tank	1 only	1,620.00	1,620.00
	Subtotal		$317,458.00
	Engineering		31,745.00
	Total		$349,203.00

Length of Project - - - - - - 0.00 mile

Work Retained in Program Status

Permanent Signing (E.W.)	All Required	$ 500.00
	Engineering	50.00
	Total	$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Safety Rest Area	$471,700.00	$435,284.00	$ 36,416.00
Convenience Facilities	349,203.00	322,244.00	26,959.00
Subtotals	$820,903.00	$757,528.00	$ 63,375.00
Retained in Program Status	550.00	507.00	43.00
Totals	$821,453.00	$758,035.00	$ 63,418.00

Group 1 - 100%

Contract No. 8142

Prefix No. 631-1082

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. N-6(60)265
STATE PROJECT NO. See below
COUNTY NAME Union
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. I 806

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 2[illegible] '76
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
1-26-75	10-1-76	Interstate 80N
		STATE ROUTE NUMBER
		Primary 6

GENERAL LOCATION:
"Charles H. Reynolds Safety Rest Area"

GENERAL DESCRIPTION OF WORK:
Seeding, fertilize and mulching.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-1-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 7 in the amount of $2,750 - Federal Funds $2,530.

DATE 10-27-76
SIGNATURE OF APPROVING OFFICIAL
TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 — [illegible]

FORM 81-734-8030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

October 4, 1976

Dale D. Allen

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SALEM

SUBJECT: Extra Work Order No. 3
State Force Order No. 9
Chas. H. Reynolds Safety
Rest Area
Old Oregon Trail Hwy.
Union County
Contract No. 8142

Attached for your approval is Extra Work Order No. 3 and State Force Order No. 9 with a letter of transmittal and check lists.

During the initial planning of the Charles H. Reynolds Rest Area, request was received to honor William N. Banton, a local pioneer in this area. Scott Coulter approved the installation of a memorial plaque and the rebuilding of an old water wheel adjacent to the rest area. The Resident Engineer has determined that the best method to approach these projects is to perform the bulk of the work on an Extra Work Order and the balance of the work with State forces. The attached orders provide funds to do this.

Your approval is requested.

DDA/dlm
Attachments

cc: Joe Schlieski

FHWA does not participate in individual memorials. Nichols thinks has to be non-participating.

RECEIVED
Jackwood
Harwood
Johnson
Walker
OCT 5 1976
CONSTRUCTION SECTION

Files

DEPARTMENT OF TRANSPORTATION

5779

FILED
SEP 7 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
SEP 10 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING SALEM, OREGON • • 97310

September 3, 1976

Mr. James A. Fish
Attorney at Law
401 Paulsen Building
Spokane, Washington 99201

NOTED ON CARD
9-10-76

Dear Mr. Fish:

This will acknowledge receipt of your letter of August 17, with attached Notice of Claim and Notice of Unpaid Claim on behalf of TICCO, INC., stating that they have a claim for the installation of complete automatic sprinkler system and domestic water line in the amount of $5,943.94.

From the description given in these Notices, this appears to be in connection with the Ray Kenney and Ray Kenney Construction, Inc., Contract No. 8142, Chas. H. Reynolds Safety Rest Area in Union County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn

cc
Ray Kenney & Ray Kenney Constr., Inc.
254 S. E. 2nd St.
Ontario, OR 97914

United Pacific Ins. Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, Washington 98401

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JAMES A. FISH
ATTORNEY AT LAW

401 PAULSEN BUILDING
SPOKANE, WASHINGTON 99201

PHONE 624-7282
(Area Code 509)

August 17, 1976

Highway Department
State of Oregon
State Office Building
Salem, OR 97310

RE: Notice of Unpaid Claim and Notice of Claim
By TICCO, INC.
Charles Reynolds Safety Rest Area
Contract No. 8142

Gentlemen:

Enclosed please find the Notice of Claim and Notice of Unpaid Claim which is presented at this time by TICCO, INC., a subcontractor to Ray Kenney Construction Co. on the above referenced project.

Very truly yours,

JAF

JAMES A. FISH

JAF:lo

cc: Ray Kenney Construction Co.
254 S.E. Second Street
Ontario, OR

Mr. Joseph A. Schlieski
Project Engineer
P.O. Box 850
LaGrande, OR 97850

RECEIVED
[illegible]
COMMISS[illegible] SERVICE
DEPARTMENT OF TRANSPORTATIO

RECEIVED
STATE HWY ENGR
SEP 2 '76
REFER TO
FOR
Info | R.D. | D.R. | S.ar | A.t | File

NOTICE OF CLAIM

(Oregon Public Works)

TO: State of Oregon, Highway Department
(Name of public officer or body)
Address: State Office Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN That the undersigned TICCO, INC. has a claim for installation of complete automatic sprinkler system and domestic water line (Description of labor performed or material furnished) by TICCO, INC. (Name of claimant, unless claim assigned, in which case name of person who performed labor or furnished material) in the sum of $5,943.94 Dollars ($ ________) against the bond taken from Ray Kenney Construction Co. as principal and Keene of New Hampshire as surety or sureties for the work of construction of Charles Reynolds Safety Rest Area, Old Oregon Trail Highway, Contract No. 8142
(Description of the public work concerning which the bond was taken)

Name of claimant TICCO, INC.
By
Title President 8/30/80
Address E. 3717 12th Avenue
Spokane, WA 99202

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

(Note: Either deliver in person and obtain receipt, or send by registered mail with return receipt requested.)

Form No. OR-7 (8-69)

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: State of Oregon, Highway Department
(Name of public body)
State Office Building
(Address)
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $5,943.94 Dollars ($________) against the bond posted by Ray Kenney Construction Co., 254 S.E. Second Street Ontario, Oregon (Name and address of contractor or subcontractor) as principal, and Keene of New Hampshire (Name of bonding company) as surety, for the installation of complete automatic sprinkler system and domestic water line (Brief description of labor, services and/or materials on which claim based) and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 30 day of August, 1976.

Name of Claimant firm TICCO, INC.

Address E. 3717 12th Ave,
Spokane, WA 99202

Signature of owner or officer x James C [illegible]

Title Vice Prest

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-5 (8-69)

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible] (80)203

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. Charles H. Reynolds Safety Rest Area
		COUNTY NAME Union
	ITEM NO. I-806	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. Scott Coulter
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-26-75	6-2-76	Interstate Route 80N	Primary Route 6

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO
FOR
Info | Inv | R/D | D/R | Sign | Act | File

GENERAL LOCATION:

About 7 miles east of La Grande on I80N

GENERAL DESCRIPTION OF WORK:

Install rest area signing and service signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of June 2, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under state force order no. 6 at a total estimated cost of $450 - Federal Funds $415.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-17-76	G. K. Hassner	Division Administrator

PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8142

Order No. 6

Section Chas. H. Reynolds Safety Rest Area Date May 21, 1976

Highway Old Oregon Trail Highway F.A.P. No. I-80N-6(60)265

County Union Prefix 631-1082 Account No. 276-06

Description of Work To Be Done:

1.) Install rest area signing on existing breakaway sign supports, (6 signs).

2.) Furnish and install "Phone Symbol" service signs in conjunction with rest area signing, (2 phone signs).

Location by Station Numbers:

Mile Point 269

FHWA-ORE DIV APPROVED EFFEC. 6-2-76

Estimate of Quantities and Costs:

Labor & Equipment	$350.00
Materials	$100.00

Net Increase in project cost - - - - - - - - - - - - - - - - $450.00

Explanation:

Rest area signing was provided for on previous interstate contract, (La Grande - Ladd Canyon), and stored in maintenance yard until needed. Signs will be picked up and installed by State forces. Emergency telephones have been installed in rest areas - service signing appropriate.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$847,591.65
Present estimate of project cost, including $ 450.00 for work under this order	$847,591.65
Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by:
Joseph A. Schlieski
Resident Engineer

Approval Recommended:
REGIONAL ENGINEER

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

SP*72430-734

Salem, Oregon
April 26, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

W. E. Schwartz
Region 5 Engineer

Chas. Reynolds S.R.A.
Preliminary Construction
Narrative Report

The Bridge Section and the Specifications Unit are cooperating in a continuing effort to simplify and clarify specifications for illumination, buildings, water supply, sewage disposal, electrical, etc., for safety rest areas. The following is quoted from C. G. Swenson's Memorandum of April 16.

"The subject report has been discussed with Bob Ellison, Gordon Ballard, and Don Heyen of the Bridge Section and the following comments are offered:

"1. Generally the comments on the specs on this project are very similar to the comments on other S.R.A. projects. Basically, there has been a weak coordination between the different parts of the special provisions such as Buildings, Sewage Disposal System, Electrical Distribution and Water Supply System. The Bridge Section will attempt to better coordinate these parts and submit these to us as a unit rather than individually as has been done in the past. It was determined that more cross-references might help clarify these specs and an attempt will be made to do this.

"2. Clarification of "site work". On future projects the work to be done under site work will be more clearly delineated either by limits on the plans or description in the special provisions.

"3. Changing the format of the special provisions to group the different kinds of work into sections has been discussed many times; however, there would be many problems involved in this format also, and it is felt that more cross-references as hereinbefore set forth might be a better solution. We have made an attempt at this on the specs for the Boardman S.R.A.

"4. The Bridge Section's report will address the matter of roof drains, fascias, decking, etc."

Resident Engineer, Joseph Schlieski's, Construction Narrative Report has been very helpful in reviewing the project specifications.

JHV:jh
cc: Regional Engineers
C. T. Keasey
W. J. Hart
C. G. Swenson

RECEIVED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 16, 1976

FROM: C. G. Swenson
Specifications Engineer

TO: MEMO TO THE FILES

SUBJECT: Chas. Reynolds S.R.A.
Preliminary Construction
Narrative Report

The subject report has been discussed with Bob Ellison, Gordon Ballard, and Don Heyen of the Bridge Section and the following comments are offered:

1. Generally the comments on the specs on this project are very similar to the comments on other S.R.A. projects. Basically, there has been a weak coordination between the different parts of the special provisions such as Buildings, Sewage Disposal System, Electrical Distribution and Water Supply System. The Bridge Section will attempt to better coordinate these parts and submit these to us as a unit rather than individually as has been done in the past. It was determined that more cross-references might help clarify these specs and an attempt will be made to do this.

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3. Changing the format of the special provisions to group the different kinds of work into sections has been discussed many times; however, there would be many problems involved in this format also, and it is felt that more cross-references as hereinbefore set forth might be a better solution. We have made an attempt at this on the specs for the Boardman S.R.A.

4. The Bridge Section's report will address the matter of roof drains, fascias, decking, etc.

CGS:fw

Region

PRELIMINARY CONSTRUCTION NARRATIVE REPORT

Subject: Chas. H. Reynolds Safety Rest Area
Highway: Old Oregon Trail
Contractor: Ray Kenney Construction Co.

Contract: 8142
County: Union

First of all I should tell you that a lot of our problems are directly related to the contractor and the lack of good workmanship on the part of his project superintendent. The contractor is non-union and used any and all personnel for all portions of the work, regardless of their qualifications. There was a constant struggle between our inspectors and the prime contractor's personnel to get a good job. The superintendent's only ambition was to put on a show of production, he was not concerned with workmanship.

An attempt is made in the contract special provisions to control the quality of the work by requiring that all construction conform to the current "Uniform Building Code" of the State of Oregon. Also certificates of inspections are required on "Structural", "Mechanical","Electrical", "Plumbing", and "Fire & Life Safety" portions of the work. I feel that we rely too heavily on these various codes. We probably have a more serious problem in Eastern Oregon with the respective inspectors being spread too thin with too many projects to cover. On this project we would be advised by the contractor that an inspection had been made, usually there was no certificate of inspection provided. We'd call the inspector and he'd verbally acknowledge that the work had been inspected or otherwise accepted by him.

Having a copy of the respective building codes does not really help. Portions of these codes are just as confusing as "our" specifications. We'd have better control of the work if the basic code requirements were included in the contract special provisions, and expressed in concise terms allowing no room for different interpretations, or arguments of intent, and understandable to the inspectors and the contractor.

Speaking of concise terms one example comes to mind immediately. On page 40 of the special provisions under the section entitled "Construction" read the first paragraph. The term "prime joints to be caulked" has been interpreted several ways. We argued that joints requiring caulking were to be primed with stain before caulking. The contractor interpreted it to mean that main joints are to be caulked. We talked to painters, carpenters, and inspectors and got different opinions from all as to what the intent was.

One of the problems noted with the special provisions is that we appear reluctant to concisely tell the contractor what we expect. Our specifications instead leave too much room for an argument of intent. We've paid several claims lately because the contractor's interpretation of intent of the special provisions was different than ours. While everyone might argue that the intent is there, the element of doubt as to how the contractor interpreted it, causes us to acknowledge and pay his claim.

Cy Bridge Design Section (Hwy) 5
3-30-76

One of the biggest problems with this rest area contract appears to be a lack of communications between the various design sections involved in developing a complete set of contract plans and specifications. There are definite conflicts within these plans and specifications that should not have occurred. These conflicting details are the result of trying to assemble data from various sections into one comprehensive plan. One example is the "Electrical Specifications". These specifications are found on 20 pages in 6 seperate sections involving 8 different phases of construction. The various phases ultimately join one another to form a rest area and unfortunately the seperate specifications don't always coincide.

The problems associated with numerous divisions in the specifications are further complicated by the manner in which most of these contracts are pursued by the prime contractor. More often than not there are numerous subcontractors, handling all of a particular type of work. For example electricians, plumbers, masons, roofers, painters, etc. each one doing his part of the work regardless of bid item.

Why can't the special provisions be assembled into sections related to the type of work to be done and not by the bid item. Have one section of "Electrical Specifications" that would apply to all phases of the work. If there are necessary exceptions, note them in this section. An electrician and/or inspector could read this section and feel reasonably assured there is nothing hidden elsewhere in the specifications.

I'd best get off this comment kick and get to the problems we've noted.

TOILET BUILDING AND WATER CONTROL BLDG

Specifications Clarification:	Site Work: There currently is a claim pending due to the poor description of what is included under the term "Site". Was this only the immediate vicinity of the buildings or did we intend it to include all of the area between the existing curbs. There was no provision made for any type of grading work in the rest area proper. Unfortunately on the plans we call out some general excavation related to the access roads to the reservoir and water control building. The contractor contends that all of his grading work in the rest area should be covered under general excavation since there is an applicable contract bid item. We need a better definition of "Site Work".
Construction Problem:	Footings: Some confusion as to what the intent was regarding the resteel. We finally used "L" bars as verticals - alternating the tails on every other bar.
Maintenance Problem:	Floor Slab: With a major portion of the plumbing under the concrete floor slab in the mechanical room - why not provide access to the plumbing through the floor slab? Possibly stay-in-place forms could be utilized.

Construction Problem:

Framing: The contractor took the term "rough carpentry" literally. Additonal basic details or notes would be beneficial to inspectors who are not carpenters, etc. Presently we rely too heavily on building codes, and the contractor's workmanship. Unfortunately I feel that we are not getting the best job possible. Our inspectors need to know what minimum requirements are necessary. On this project a good portion of the walls were framed as a unit on the ground and then raised into position. This is a common practice in the building trade - but we had difficulty tying the corners together and squaring up the framing. The contractor was content with a toenail here and there.

We found no details for headers over the doorways. Also had difficulty getting full bearing of roof beams on the wall top plates. There should be a definite note on the plans that the top plate will be beveled to provide full bearing.

Construction Problem:

2 x 10 Spaced Beams: These beams need to have a 2 x 4 spacer top and bottom, with possible intermediate vertical spacers to keep the 2 x 10 from warping, etc. Also where the fascia notches around the spaced beam - notched portion of the fascia tends to breakout between the 2 x 10s.

Design Problem:

Fascia: Fascia attached to end of T & G decking with nailing into end grain of decking, warped and twisted badly. This is not sufficient support for a 2 x 10. Installing a wooded cant on the roof or in this case we used a 2 x 2 screwed to the underside of the decking and the fascia, would provide additional support.

Design Problem:

Decking: The grading requirements on all lumber have been relaxed, including the T & G decking specified for the roof. The grade specified requires a good deal of sanding and/or preparation in order to comply with our expectations. We need more emphasis on required sanding and preparation, prior to painting.

Why don't we also use decking with tongue and groove butt joints to eliminate warping, etc. Again there was little effort made by the contractor to square up joints, etc.

Design Revision:

Roof: We have roof drains at only two corners of the roof - why not slope the roof toward the drains?

No down spouts are provided. Windy conditions encountered here will prevent any water from falling into the drywells.

Why not indicate the roof pitch on the plans?

Design Revisions:	Windows: The glazing specified seems to be very brittle. More than half of the windows were broken when shipped to the project. Fragments of the glass shatter easily. In some rest areas maintenance is going in and installing window screens and/or protective screening to protect the glass from vandals.
Design Revisions:	There is a conflict between the equipment location in the mechanical room and the through bolts used to hold the mirrors in the rest room. On one wall the through bolts are behind the irigation controller.
Construction Problem:	There are no supports shown for the piping in the mechanical room. This apparently is covered by the "Plumbing Code", but who reads that. Show a typical support bracket on the plans and specify the maximum spacing.
Construction Details:	No fire stops are shown or called for on the plans. They are required by the building code. Why not show them on the plans?
Color Schedule:	On this contract the "Color Schedule" was not available to the contractor(s) until after the contract was awarded. This cost us additional monies due to suggested suppliers not having a suitable color. Why isn't the color schedule part of the plans or specifications?
Suggested Manufactures:	We suggested manufacturers or suppliers who did not have acceptable colors or materials. The contractor assumed that he could get quotes from the suggested suppliers and accept the best quote. If we are going to suggest a source for materials we should be certain that acceptable materials are available from that source.
Applicable Standards:	When national standards are specified in the special provisions it would be beneficial to the resident if he had at least xerox copies of applicable portions of the standards. For example, we are to install the ceramic tile in accordance with the current edition of "The Handbook for Ceramic Tile Installation" by the Tile Council of America. I didn't happen to have a copy, but have requested and received xerox copies from Salem. Assuming the designer and spec writer refer to these various national standards, why not make up a "package for the resident" containing the applicable portions and forward it to the project engineer when the contract is awarded?

25,000 Gal. Concrete Reservoir

Construction Problem:

With a 13' height and 9" walls with lots of resteel proper placement of concrete is difficult. You can't get a tremie in the wall forms and the contractor had problems with adequate vibration. Why can't the dimensions of the reservoir be revised to a lower profile with slightly thicker walls to accommodate the resteel?

Details:

Details are generally poor. Need more details on placement of intake and outlet pipe, overflow flare, outlet screen, etc.

There should be screens over the outlet end of the vent pipes.

Is there supposed to be a flap valve on the outlet end of the drain line?

There is a eye bolt and chain detailed on dwg. # 20323, we've yet to figure out what its for!

Exposed Aggregate Sidewalks & Headers

Construction Problem:

Trying to mask the stained redwood headers before pouring the sidewalk dosn't work. We've tried different tapes, etc. and still tear it off during the pour.

Difficult to get a uniform exposure on the exposed aggregate walks. Our specified pea gravel was 1-1/2" - 3/4". Based on other experiences over here with the prevalent weather etc., we reduced the pea gravel size to 3/4" - 3/8" and seem to be getting a more uniform and durable product.

Our previous problems with redwood headers warping, etc. may be cured with the use of galvanized nails into the concrete.

Sunshelters and Picnic Table Slabs

Construction Problem:

With the wind conditions encountered here a closer nailing pattern is required on the roofing on the shelters.

Also on the roofing - the corrugated closure strip does not work well when at an angle to the corrugations.

Why not have a drywell at the roof down spouts?

On the standard picnic table slab - why not detail a slight crown for drainage? We set the very center of the slab approximately 1" high and slope it down in a full circular crown - seems to work well.

Details:

Additional details could be used on the picnic shelters

Illumination

Specifications: We've completed about 25% of this work and havn't noted any particular problems. We are already getting comments about the sodium vapor lights.

One mistake we did make however was the specifying of a definite brand and type of luminare. The supplier knew this before the contract was let and kept advising me that no other luminare could be used, etc. There are other suitable luminares apparently, and this type of specification certainly curtails any competitive bidding of suppliers.

Signing

Revision: From the very beginning of this project I could Not justify portions of the construction signing and the amber flashers required on the plans. This rest area has never been in use and to provide for the public's unnecessary travel through a construction area seems ridiculous. We finally deleted the amber flashers by a price agreement with a credit to the State.

I would think that on a project of this type we would be better off to advise the public that there is a rest area under construction and that it is not available for public use. We have people stopping and walking through mud or whatever, to get to the buildings and then griping because the facilities are not available for their use.

FINAL COMMENTS

We will report any additional problems noted in our final construction narrative.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Engineer
3-29-76

cc: Region
Road Design Section (Versteeg)
file
FHWA (R. A. Nichols per request)

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
July 14, 1975

Joseph A. Schlieski

FROM: Joe Schlieski

SUBJECT: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway
Union County
Contract 8142

"Oregon Trail Interpretive Shelters"

TO: Frank E. Terpin
Final Design Engineer

I recently reviewed the priliminary plans for the Oregon Trail Interpretive Shelters - particularly those to be constructed in the subject rest area.

Since this rest area is now under construction, we plan to complete the following on this contract. Revise the walkways; revise the irrigation system; place the elctrical conduit to the future flood light; and plant any additional shrubs. I received full size prints from the Landscape Division with these changes shown - and will make the changes accodingly.

Most of this work can be accomplished by the extension of applicable contract bid items. When necessary a proper change order will be prepared.

The only work that may be necessary when the shelter is constructed would be the cutting and/or removal of a small section of sidewalk.

I'm enclosing one copy of the full size drawings with the changes highlighted in blue.

REFERRED TO

cc: Bridge Division (no enclosures)
Landscape Division (no enclosures)
Region (no enclosures)
file

June 25, 1975

Cornell Manufacturing Co.
2323 Harvester Drive
Portland, OR 97222

Gentlemen:

This is to acknowledge receipt of your Notice of Claim advising that Ray Kenny Construction, Inc. owes you $4,228.00.

From the description given in your notice, this appears to be in connection with Ray Kenney and Ray Kenney Construction, Inc., Contract No. 8142, Chas. H. Reynolds Safety Rest Area in Union County. The United Pacific Insurance Company furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We are forwarding your claim to the Secretary of State for filing and also notifying the surety and the principal contractor.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Ray Kenney and Ray Kenney Construction, Inc.
254 S.E. 2nd Street
Ontario, OR 97914

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please
acknowledge receipt of this
attached claim on the
enclosed copy of this letter.

June 25, 1975

Cornell Manufacturing Co.
2323 Harvester Drive
Portland, OR 97222

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Very truly yours,

C. W. Head
COMMISSION SERVICES

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cc: Ray Kenney and Ray Kenney Construction, Inc.
254 S.E. 2nd Street
Ontario, OR 97914

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Cornell Manufacturing Co.
MANUFACTURERS OF QUALITY PUMPS
GENERAL OFFICE AND PLANT
2323 HARVESTER DRIVE • PORTLAND, OREGON 97222 • AREA CODE 503 654-5425

June 23, 1975

RECEIVED
STATE HWY ENGR
JUN 24 '75
REFER TO
FOR

NOTICE OF CLAIM

(PUBLIC WORKS)

TO: State of Oregon, Highway Dept.
(Name of state, county or municipality or other public body)

Charles Reynolds Rest Area in Union County, Oregon
(City, town or district)

NOTICE IS HEREBY GIVEN that the undersigned Cornell Manufacturing Company (Name of claimant) has a claim in the sum of Forty two hundred twenty-eight Dollars ($4228.00) against the retained percentage and the bond taken from Ray Kenny Construction, Inc. (Name of Contractor) as principal, and ______ (Name of bonding company) as surety, for the work of

Charles Reynolds Rest Area
(Brief description of the work concerning which said bond was taken)

Name of claimant firm Cornell Manufacturing Co.

Address 2323 Harvester Drive, Portland, Or. 97222

Signature of owner or officer

Title Assistant Manager

pah

CR-4

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	IN-6(60)265
STATE PROJECT NO.	Charles Reynolds Rest Area
PROGRAM NO.	
COUNTY NAME	Union
ITEM NO.	I-806
PROGRAM STAGE (Check)	☐ 1. ☒ XX 2.

FROM:

Mr. G. L. Green, Division Engineer
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

Orig- [illegible]

RECEIVED
STATE HWY ENGR
MAY 9 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	April 16, 1975	Interstate Route 80N	Old Oregon Trail Highway Route 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

As requested in Mr. Preston's April 24 letter the underground installation of the power facility to the subject rest area is approved. Estimated additional cost is $1,937.20

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Underground installation of Power facilities

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-7-75	C R Burghardt for	Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
March 14, 1975
Salem, Oregon

FILE: Br. 9812C

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

TO: J. A. Schlieski
Resident Engineer

SUBJECT:
Chas. Reynolds SRA
Union Co.
Building Permits

The question of what to include in the building permit is up to the local official. This was determined by the State Building Codes people.

If Union County wants us to obtain a permit on such additional items as picnic shelters, information shelters, water control building, and water reservoir, then I suppose we should.

The estimated cost of these items are:

Picnic Shelter -	$ 2,500
Info. Shelter -	4,000
Water Control Bldg.	10,000
Water Reservoir	20,000

These prices may be used or they may use the contract prices.

GJB/ag

cc W. E. Schwartz
E. D. Heyen
J. H. Versteeg
Roy Olson

R

Robert W. Straub
XXXXXXXXXX

March 13, 1975

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Charles H. Reynolds Safety
Rest Area
Old Oregon Trail Highway
Union County

Your February 27 letter raised some question as to participation in certain items and justification for the use of septic tanks.

The item "Stone Masonry Monuments" refers to the plaques and necessary masonry work to provide the rest area its name and is similar to one in existence at the Collier Rest Area on the Klamath River along I-5 in northern California. We feel this is an integral part of this rest area which is one of the few commemorating and bearing an individual's name. The monument should qualify for FAI funds much the same as other information facilities on the project such as signing or decorative facilities such as masonry planters.

"Refurbish Water Wheel" is an extra item listed on the project which may never come to pass and for which we do not expect FAI participation.

Regarding the use of septic tanks, we offer the following:

Primary treatment removes the solids in the system and changes the sewerage design to the following:

1. Reduction of the 8-inch diameter gravity sewer line requirement to a minimum of 6-inch sewer as specified by DEQ.

2. Use of a pump that would pass 2-inch solid spheres instead of a 3-inch solid sphere as specified by DEQ.

3. We were able to reduce the fluid velocity in the four inverted siphons to 2.0 f.p.s. instead of 3.0 f.p.s. as required by DEQ in a raw sewage line.

The total length of sewer line to the City of La Grande facility is 18,000± feet of which 8,000± feet is a gravity line at 0.8 percent minimum grade. The size reduction (Item 1) in the gravity line amounts to an estimated savings of $17,000.

Pressure line and pump station design (Items 2 and 3) reduced the number of pump stations from 2 to 1 with an estimated savings of $15,000.

The additional items required (i.e. 4 septic tanks and a dosing tank) in the proposed sewage disposal system adds an estimated cost of $22,000. The net savings of an effluent system over a raw sewage system is therefore $10,000. The net savings would have been more,but for the restrictive regulations of the DEQ. This does not take into account the cost of installation and maintenance of a commenutor which is highly desirable on a raw sewage system.

It might also be noted that we expect considerably less maintenance problem with our proposed system because of the elimination of clogging problems associated with a raw sewage system.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DNS:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. J. Hart
W. E. Schwartz

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1975

In reply refer to: 1041DA.A

SUBJECT: Oregon Project I-80N-6(60)265
C. H. Reynolds Safety Rest Area

FROM G. L. Green, Division Engineer

TO Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are approving the PS&E for the above referenced project subject to the following comments:

1. The items "Stone Masonry Monuments" and "Refurbish Water Wheel" will not be eligible for FAI funds.
2. Further justification is requested forthe use of septic tanks. Since the rest area sewage will be piped into the City of LaGrande sewer system, we question the need for septic tanks.

G. Hulick
G. L. Green

Vantrey 3-3-75
Q/D reply
EAH

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 4, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Charles H. Reynolds Safety Rest Area
I-80N, Union County
Septic Tanks and Dosing Tank for
Proposed Sewerage System

Attached is highway ADT data and criteria for sizing of septic tanks as required by D.E.Q. For each toilet building, when utilizing the highway traffic "directional factor", computations call for a 7,000 gallon septic tank but a 10,000 gallon tank has been called for to provide a factor of safety to compensate for possibly underestimated future projected rest area usage such as has previously occurred.

As yet, there is no established criteria for sizing septic tanks for sanitary stations. It is assumed that approximately five percent of the vehicles entering the rest area are serviced at the sanitary stations, which for the whole year could perhaps result in service to approximately 4,000 vehicles at each sanitary dump station.

Furthermore, it is assumed that a net one-half gallon average sewage solids will be retained by the septic tank from each vehicle. Due to the presence of chemicals discharged within the waste, it is assumed that no appreciable bacterial reduction of solids will take place. It, therefore, can be concluded that approximately 2,000 gallons of septic tank pumpage will be

R D

ASSISTANT STATE HIGHWAY ENGINEER

required each year. Until such time that sufficient data is gathered and valid criteria established to correctly size septic tanks for sanitary dump stations, it is recommended that the 3,000 gallon septic tank which has a first compartment volume of 2,150 gallons be retained.

The dosing tank will provide intermittent surge flow to restrict the formation of adverse bacterial activity that can be associated with septic flows in long sewer lines.

Very truly yours,

Walter J. Hart
Bridge Engineer

GJB:dh
Enclosure

cc E. S. Hunter
L. W. Rulien

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1-80N-6(60)265

STATE PROJECT NO.
CHAS. H. REYNOLDS SAFETY REST AREA.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-806

COUNTY NAME
UNION

PROGRAM STAGE (Check)
☐ 1. ☒

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED
FEBRUARY 26, 1975

DATE AUTHORIZATION EFFECTIVE
FEBRUARY 26, 1975

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL HIGHWAY ROUTE 6

GENERAL LOCATION:
ABOUT 7 MILES EAST OF LAGRANDE, OREGON ON 1-80N

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTROL IN THE AMOUNT OF $1,500; ON THE JOB TRAINING IN THE AMOUNT OF $800.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$1,500
ON THE JOB TRAINING	800

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED SUBJECT TO COMMENTS LISTED IN OUR FEBRUARY 27TH MEMORANDUM.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-6-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
3-3-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-6(60)265
C. H. Reynolds Safety Rest Area

DATE: February 27, 1975

In reply refer to: 1041DA.A

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are approving the PS&E for the above referenced project subject to the following comments:

1. The items "Stone Masonry Monuments" and "Refurbish Water Wheel" will not be eligible for FAI funds.
2. Further justification is requested forthe use of septic tanks. Since the rest area sewage will be piped into the City of LaGrande sewer system, we question the need for septic tanks.

for G. L. Green

RECEIVED
STATE HWY ENG
MAR 3 '75
REFER TO
[illegible]

Orig

-142

cc's [illegible]t 2-21-75: E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
W. E. Schwartz (2)

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

February 19, 1975

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

RE: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway - Union County

The Wildlife Commission staff has reviewed plans for this project and concurs with the position developed by the Fish Commission of Oregon. If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon
Duane West

JL:lo

RECEIVED
FEB 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 7, 1975

FILE:

W. E. Cole

FROM: W. E. Cole
Design Team Leader

TO: MEMORANDUM TO THE FILES

SUBJECT: Charles H. Reynolds SRA
Old Oregon Trail Highway
Union County

Please note Sheet No. 7, Note No. 15 on the subject project.

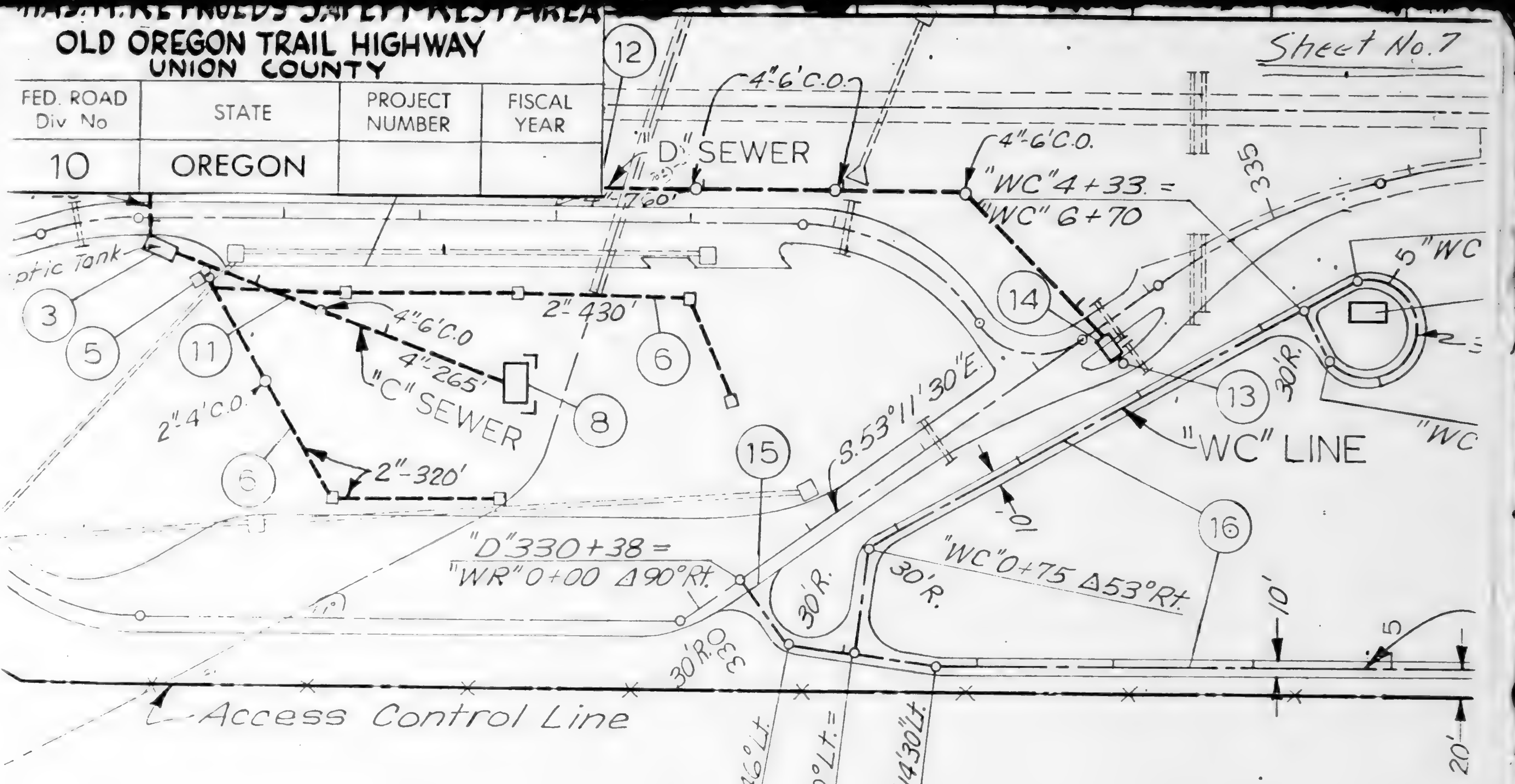
A driveway was overlooked during the design of this project. During construction add one Type A-1 (12 feet wide) driveway at the location shown on the enclosure, and refer to Standard Drawing No. 2077.

WEC:we
Enclosure
cc: W. E. Schwartz
C. G. Swenson
Roy E. Olson

OLD OREGON TRAIL HIGHWAY
UNION COUNTY

FED. ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

Sheet No. 7



⑮ Remove Curb

⑯ Const. Access Roads
(For Typical Section, See Sheet 2A)

K

TRANSACTION NUMBER 2-26

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

cc's sent 2-4-75
E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
W. E. Schwartz (2)

January 31, 1975

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
307 Highway Building
Salem, Oregon 97310

Dear Hal:

CHAS. H. REYNOLDS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY - UNION COUNTY
GELLATLY SUMMIT-WREN SEC.
CORVALLIS-NEWPORT HIGHWAY

There should be no fish conflicts providing muddy water, chemical and petroleum wastes or other foreign materials are not allowed to enter Ladd Creek.

Regarding the Gellatly Creek project, we have examined the revised plans with the sinuous channel change pattern and improved profile slope. The new design meets with our approval.

Sincerely,

Burt Carnegie
BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

K

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 2-26

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1) *

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-30-75
BY (Signature): L.W. RULIEN'S JANUARY 23, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 806 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
806	I-80N-6(60)265	0.0	850,000	784,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
CHAS. H. REYNOLDS SAFETY REST AREA. UNION COUNTY STATE OF OREGON.	REST AREA FACILITIES.

2-4-75
ORIGINAL TO
L.W. Rulien

RECEIVED
STATE HWY ENGR.
JAN 31 '75
REFER TO
FOR

RECEIVED
1975
OFFICE OF
ENGINEER

REMARKS (Division)

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 1-30-75
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8142

R

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 29, 1975

FILE:

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: Roy E. Olson
Landscape Engineer

SUBJECT: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Highway

Plans for this project have been reviewed by the Maintenance Engineer staff. They have suggested that tree plantings in the lawn area be minimized to facilitate easy lawn maintenance. Some of the trees close to the planting beds could be relocated outside the lawn area quite readily. Other plantings around the covered picnic tables could be reduced in numbers to ease the mowing problem. They have no objections to the court plantings, irrigation system, walkways, planting beds or plant selection as proposed in the current project. We did not discuss building style or architectural features that have been developed by the Bridge Section.

JHV:jh
cc: E. S. Hunter
H. S. Coulter
D. H. Moehring
W. E. Schwartz

EIVED

4 R

LRW LAG 80 1-27-75 11.33 AM

HAL VERSTEEG

CC H S COULTER

WOULD LIKE TO REVISE OUR ESTIMATE FOR FIXING UP THE WATER WHEEL AT THE CHARLES REYNOLDS SAFETY REST AREA. SUGGEST SEETINXXX SETTING UP $5,000 AS ANTICIPATED ITEM.

DALE ALLEN
SH¾4.

7442

R

~~PRJ 6-2~~

January 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-[illegible]-6([illegible])[illegible]

We are submitting program data for our project, Item No. [illegible], Project No. I-[illegible]-6(67)[illegible], "[illegible] Safety Rest Area", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on February 27, 1975.

Enc.

DRH:js

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 1-23-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N, Chas. H. Reynolds Safety Rest Area 21 68	ADT	PRESENT 4,350	FUTURE 7,450 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon
								STA CO 4 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Safety Rest Area 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23 · NUMBER 80-6 7 · SEQ. (60

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Union	CODE 061 (14) (16)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. I · FEDERAL-AID I-80N (32) · STATE 6 (36)	(37) U.S. I-80N (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		I-80N, Chas. H. Reynolds Safety Rest Area (Approx. 5.7 miles south of La Grande)						Cons & W. sist conv ties land othe commu of pr
5					**ROW**								
5					**CONST** (CODE) Y021 Y022		"Chas. H. Reynolds Safety Rest Area"	0.0	850,000	784,300	65,700		ROW - Access Parkin comple
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	850,000	784,300	65,700		
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (30)			

REMARKS
Additional Data: Item 638, Project No.

-over-

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.

1-23-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N, Chas. H. Reynolds Safety Rest Area		4,350	7,450	95	10	Oregon	41	042	806

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
t Area								I-	80-6	(60)	265	N

PROJECT NUMBER; I. Projects Only

L FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Union	061	☐ 1 OR ☒ 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- -	I	I-80N	6	I-80N

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-80N, Chas. H. Reynolds Safety Rest Area (Approx. 5.7 miles south of La Grande)						Construction of E.B. & W.B. Rest Area consisting of comfort & convenience facilities, sewer lines, landscaping, and other incidental work common to this type of project.
	ROW								
	CONST (CODE) Y021 Y022		"Chas. H. Reynolds Safety Rest Area"	0.0	850,000	784,300	65,700		ROW - 305' min. Access Control- full; Parking Restrictions-complete.
PARED BY			PROJECT TOTALS	0.0	850,000	784,300	65,700		

OGRAM APPROVAL DATES

REMARKS
Additional Data: Item 638, Project No. I-80N-6(47)265.

-over-

USCOMM DUSCOMM-DC 48908-P61

CHAS. H. REYNOLDS SAFETY REST AREA

PROJECT NO. I-80N-6(60)265

Remarks continued:

Project Data: The proposed project is for completing the eastbound and westbound rest areas with work consisting of construction of comfort and convenience facilities, sewer lines, water supply system, landscape, irrigation system, picnic facilities, illumination and other incidental work common to this type of motorist service.

Requirements of IM 50-1-70, PPM 90-1, PPM 20-8: The proposed project is considered stage construction as part of the work necessary to bring this section to completion. The construction of eastbound and westbound rest areas parking facilities including their on and off ramps were accomplished under project I-80N-6(47)265 and therefore,subject requirements are satisfied under project I-80N-6(47)265.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

Data for PR 37:

On ROW - 1; ROW - F; Sanitary Facilities - Y.

Safety Rest Area	Y021	$324,000
Comfort and Convenience Facilities	Y022	526,000
	Total	$850,000

S-N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 22, 1975

FILE:

Roy Olson

FROM: Roy E. Olson
Landscape Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Charles H. Reynolds
Safety Rest Area

On January 15, 1975 I reviewed the plantings and made revisions shown on the attached sheets. Some were deletions and others a revision in spacing.

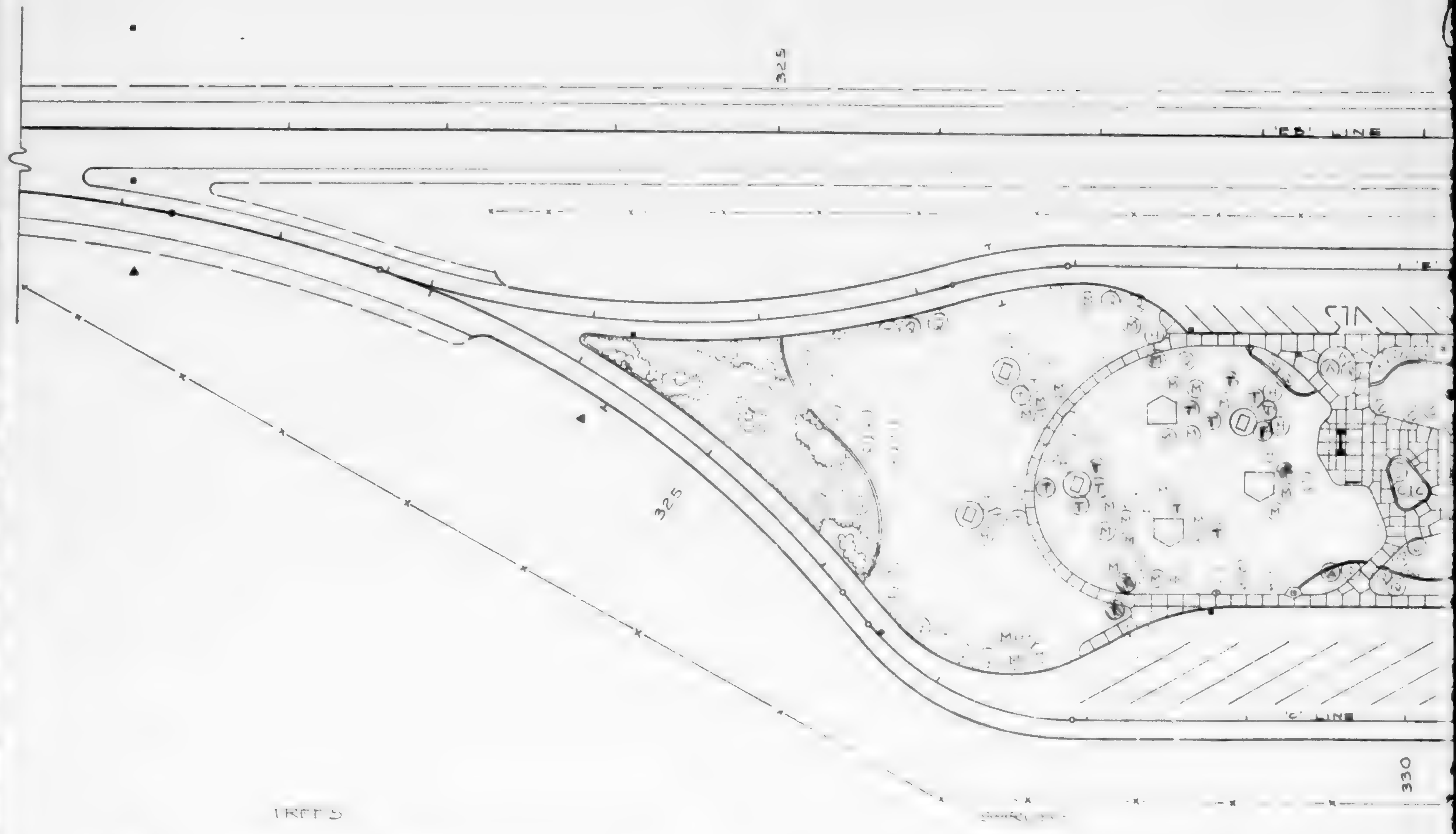
Results in savings are as follows:

198 trees at $40.00	=	$ 7,920.00
1405 shrubs at $7.00	=	9,835.00
TOTAL		$17,755.00

1
2
3
4

6
7

REO:we



TREES

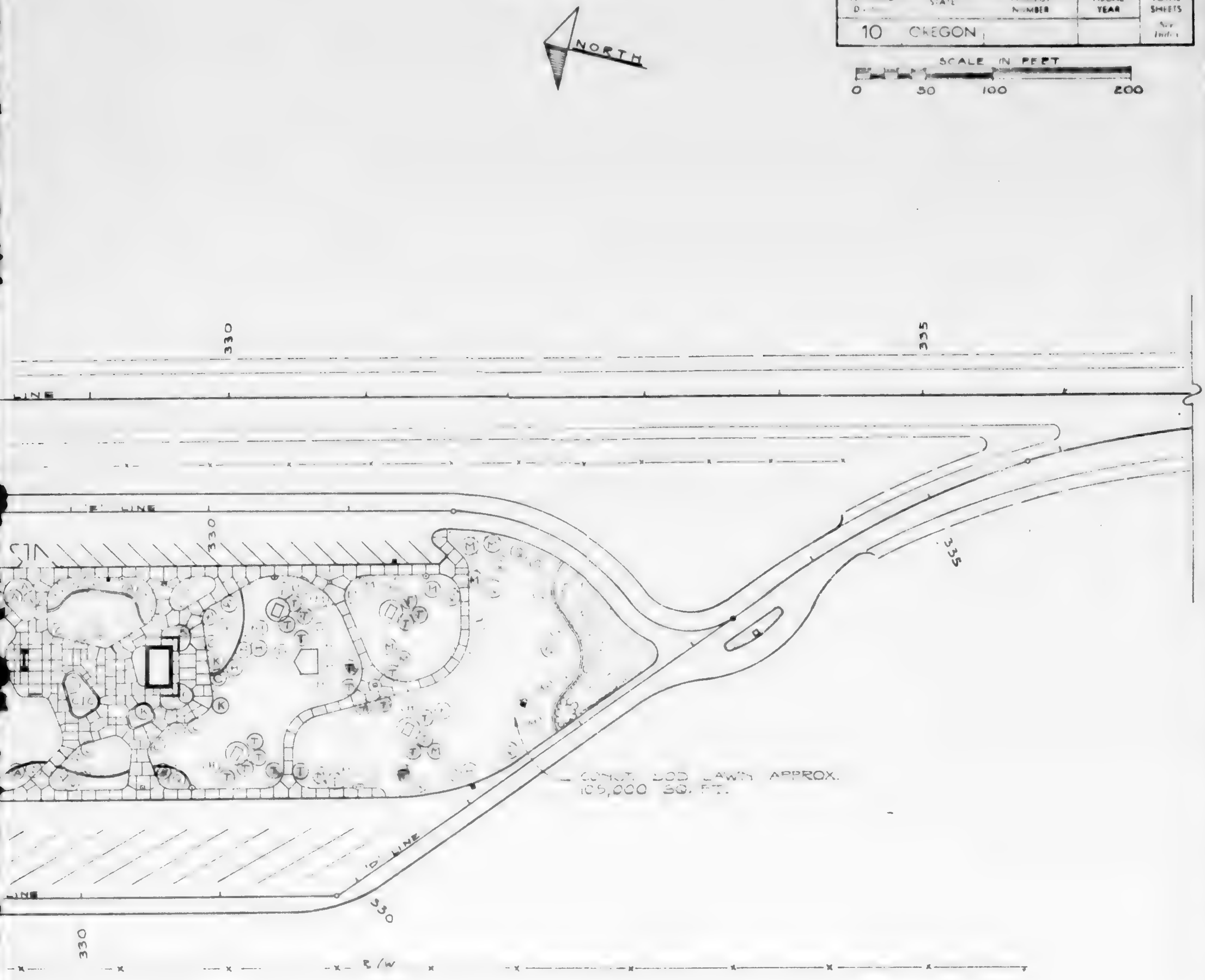
Ⓐ	6	AUSTRIAN BLACK PINE
Ⓚ	4	KRIMSON KING NORWAY MAPLE
Ⓢ	14	SCARLET MAPLE
Ⓜ	4	MORAINE HONEYLOCUST
[illegible]	28	SUNBURST HONEYLOCUST
Ⓠ	54	QUAKING ASPEN
Ⓣ	50	TREE OF HEAVEN
~~Ⓢ~~	~~9~~	~~STAGHORN SUMAC~~

SHRUBS

14	[illegible] SPREADER EASTERN REDCEDAR JUN
455	TAMARIX SAVIN JUNIPER 4' O.C
[illegible]	WARMINSTER BROOM 6' O.C

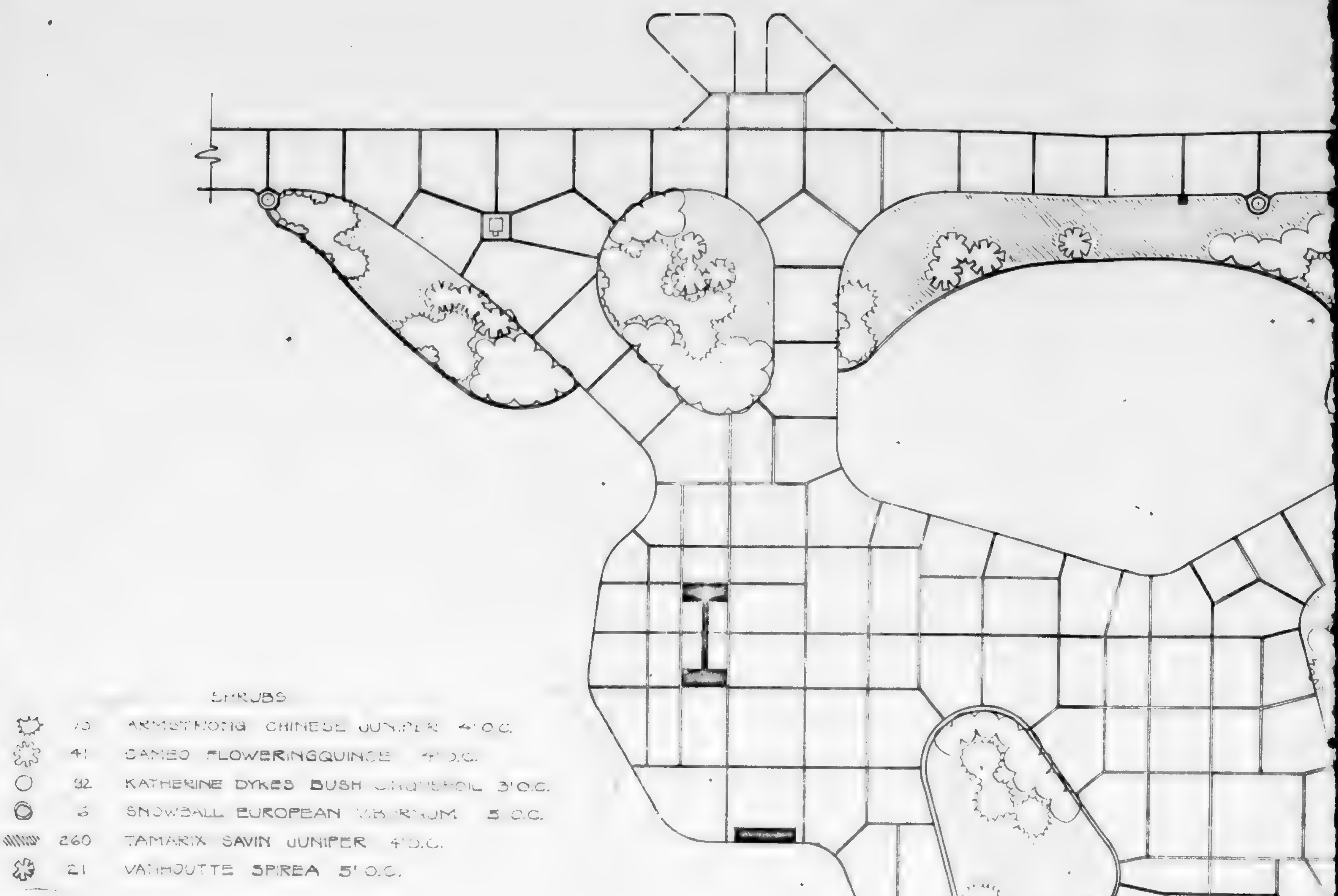
PLANTING PLAN
EAST BOUND UNIT

CHAS REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No. 9
FED. ROAD DIV.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



EDAR JUNIPER 5' O.C.

NOTE: · SEE [illegible] PLANTING PLAN FOR PLANTING NOT SHOWN ON THIS PLAN.
·ALL TREES IN LAWN AREA TO BE PLANTED MIN. 4' FROM ANY PAVED SURFACE.

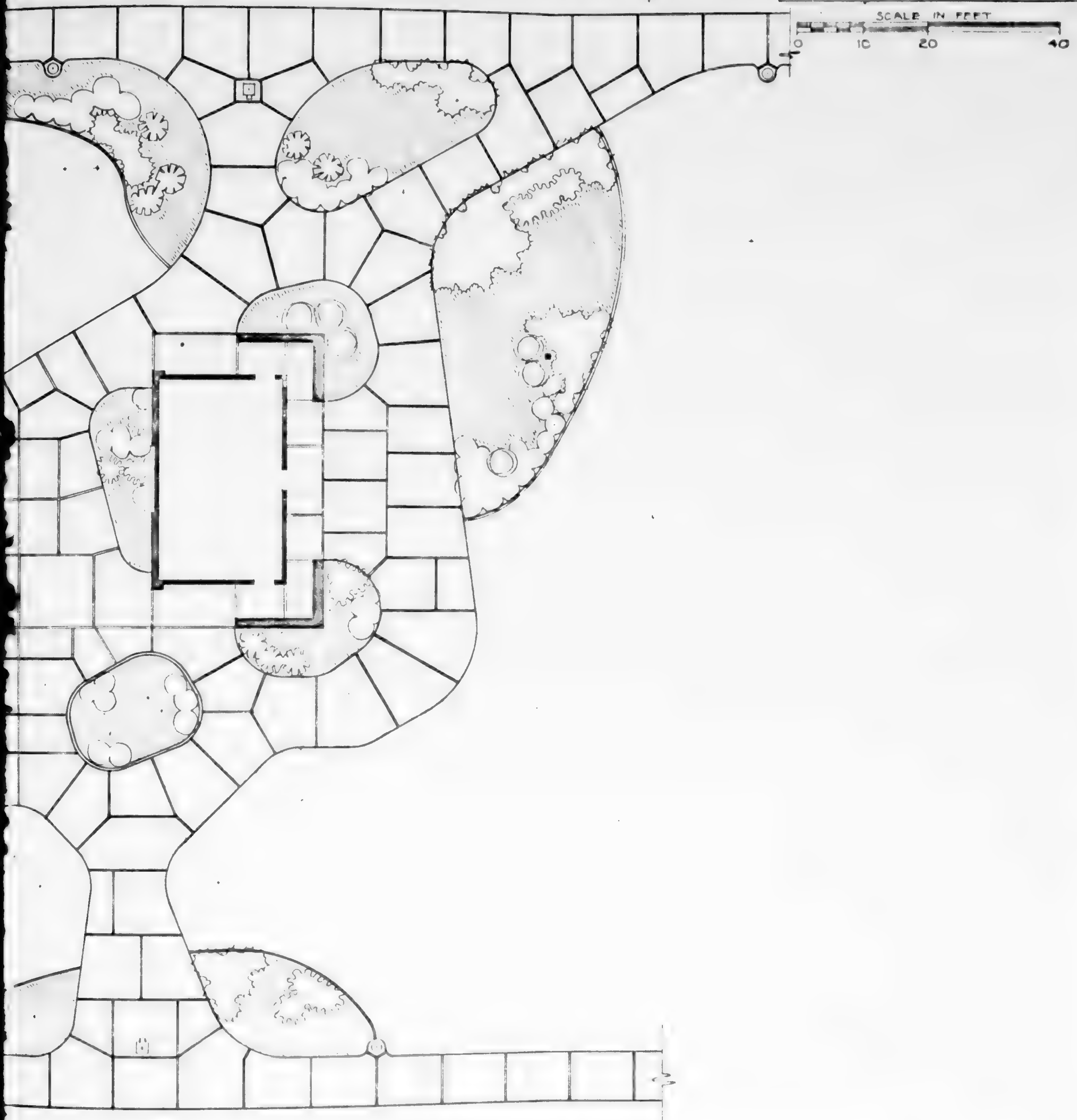


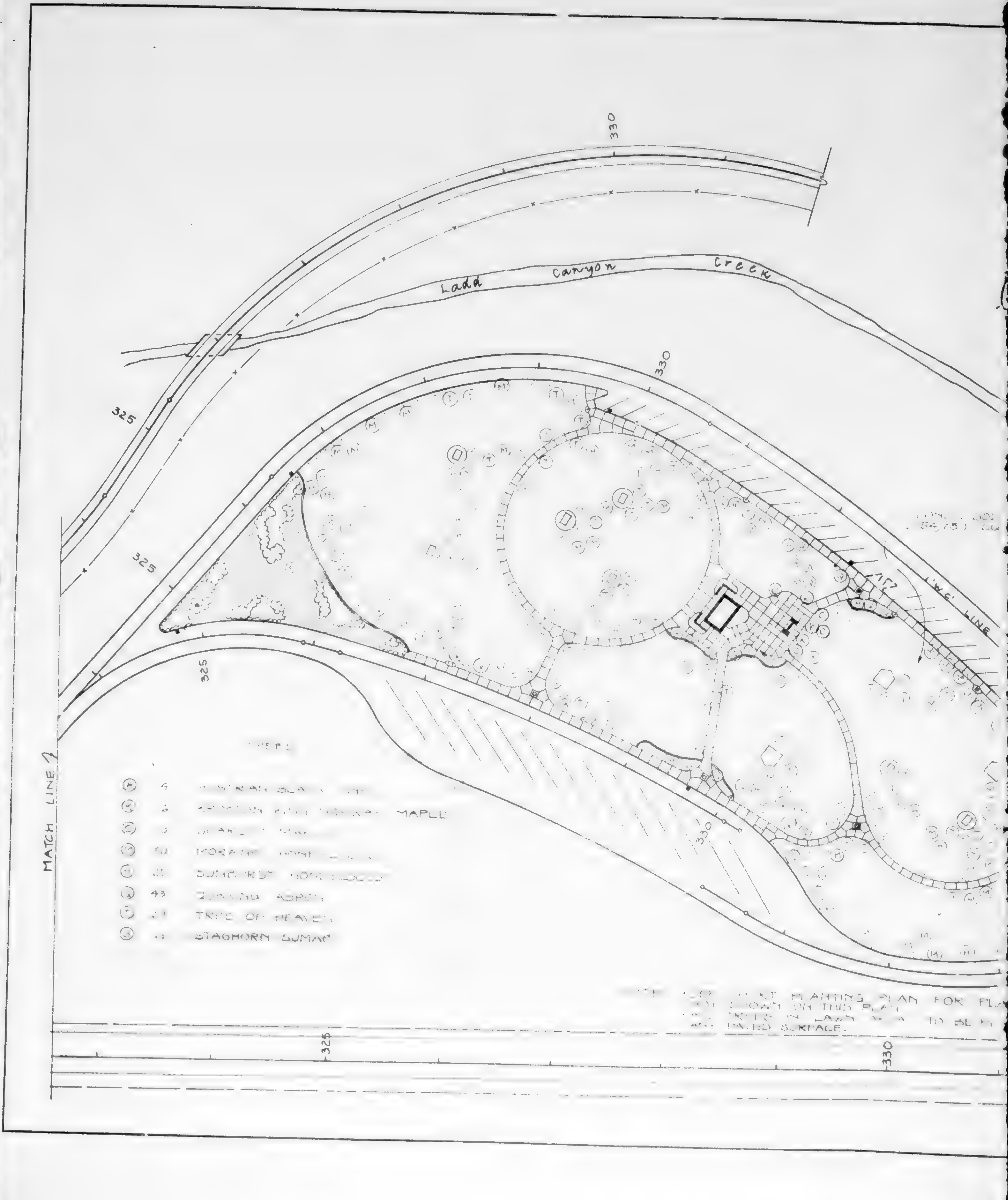
SHRUBS

✲	75	ARMSTRONG CHINESE JUNIPER 4' O.C.
✿	41	CAMEO FLOWERINGQUINCE 4' O.C.
○	32	KATHERINE DYKES BUSH CINQUEFOIL 3' O.C.
◎	6	SNOWBALL EUROPEAN VIBURNUM 5' O.C.
▨	260	TAMARIX SAVIN JUNIPER 4' O.C.
❋	21	VANHOUTTE SPIREA 5' O.C.

COURT PLANTING PLAN
EAST BOUND UNIT

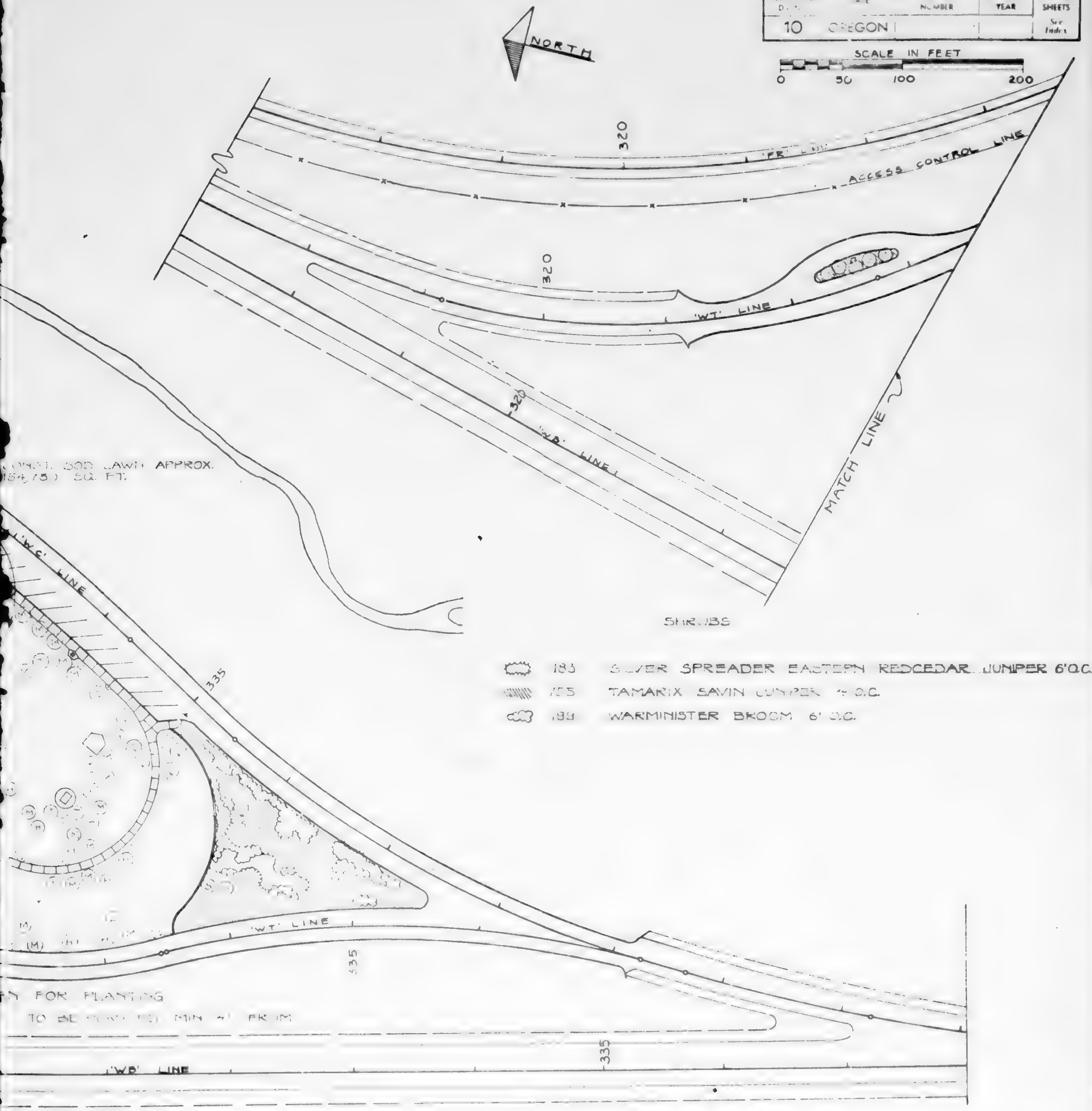
CHAS REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No. 11
FED ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index




330
325
Ladd Canyon Creek
330
325
325
'WC' LINE
MATCH LINE 2
TREES
Ⓐ 4 AUSTRIAN BLACK PINE
Ⓚ 6 CRIMSON KING NORWAY MAPLE
Ⓢ 3 SCARLET MAPLE
Ⓜ 50 MORAINE HONEYLOCUST
Ⓗ SUNBURST HONEYLOCUST
Ⓠ 43 QUAKING ASPEN
Ⓣ 21 TREE OF HEAVEN
Ⓢ STAGHORN SUMAC
330
NOTE: 1. SEE PLANTING PLAN FOR PLA
NOT SHOWN ON THIS PLAN
2. TREES IN LAWN AREA TO BE
AND PAVED SURFACE.
325
330

PLANTING PLAN
WEST BOUND UNIT

CHAS REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No. 10
FED. ROAD DIV.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

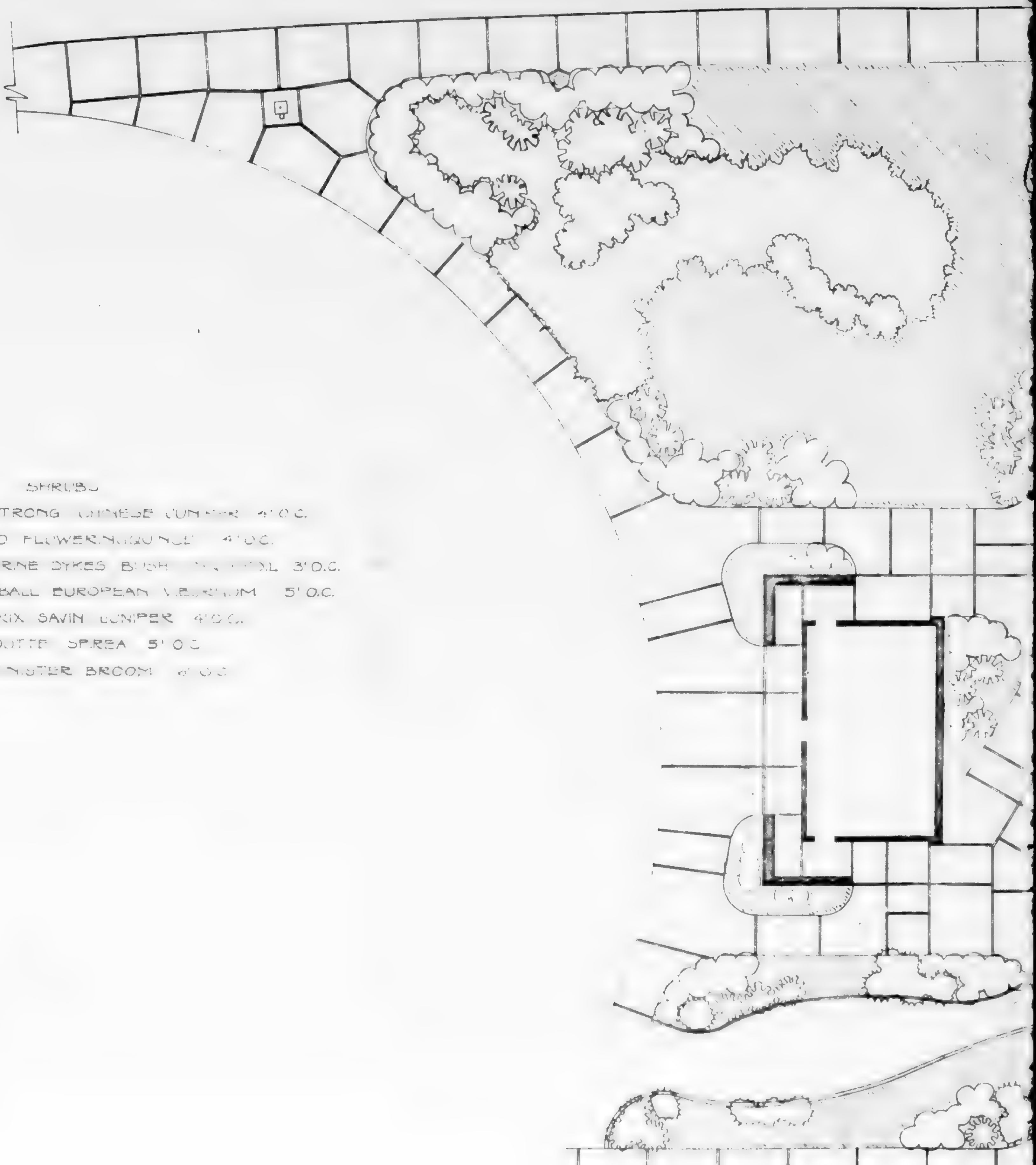


ONST. SOD LAWN APPROX.
154,750 SQ. FT.

N FOR PLANTING
TO BE ... MIN 4' FROM

SHRUBS

- ⬭ 183 SILVER SPREADER EASTERN REDCEDAR JUNIPER 6' O.C.
- ▨ 155 TAMARIX SAVIN JUNIPER 4' O.C.
- ☁ 199 WARMINISTER BROOM 6' O.C.



SHRUBS

✺	128	ARMSTRONG CHINESE JUNIPER	4' O.C.
✿	15	CAMEO FLOWERING QUINCE	4' O.C.
○	190	KATHERINE DYKES BUSH CINQUEFOIL	3' O.C.
◎	1	SNOWBALL EUROPEAN VIBURNUM	5' O.C.
▨	463	TAMARIX SAVIN JUNIPER	4' O.C.
❃	28	VANHOUTTE SPIREA	5' O.C.
❀	12	WARMINSTER BROOM	6' O.C.

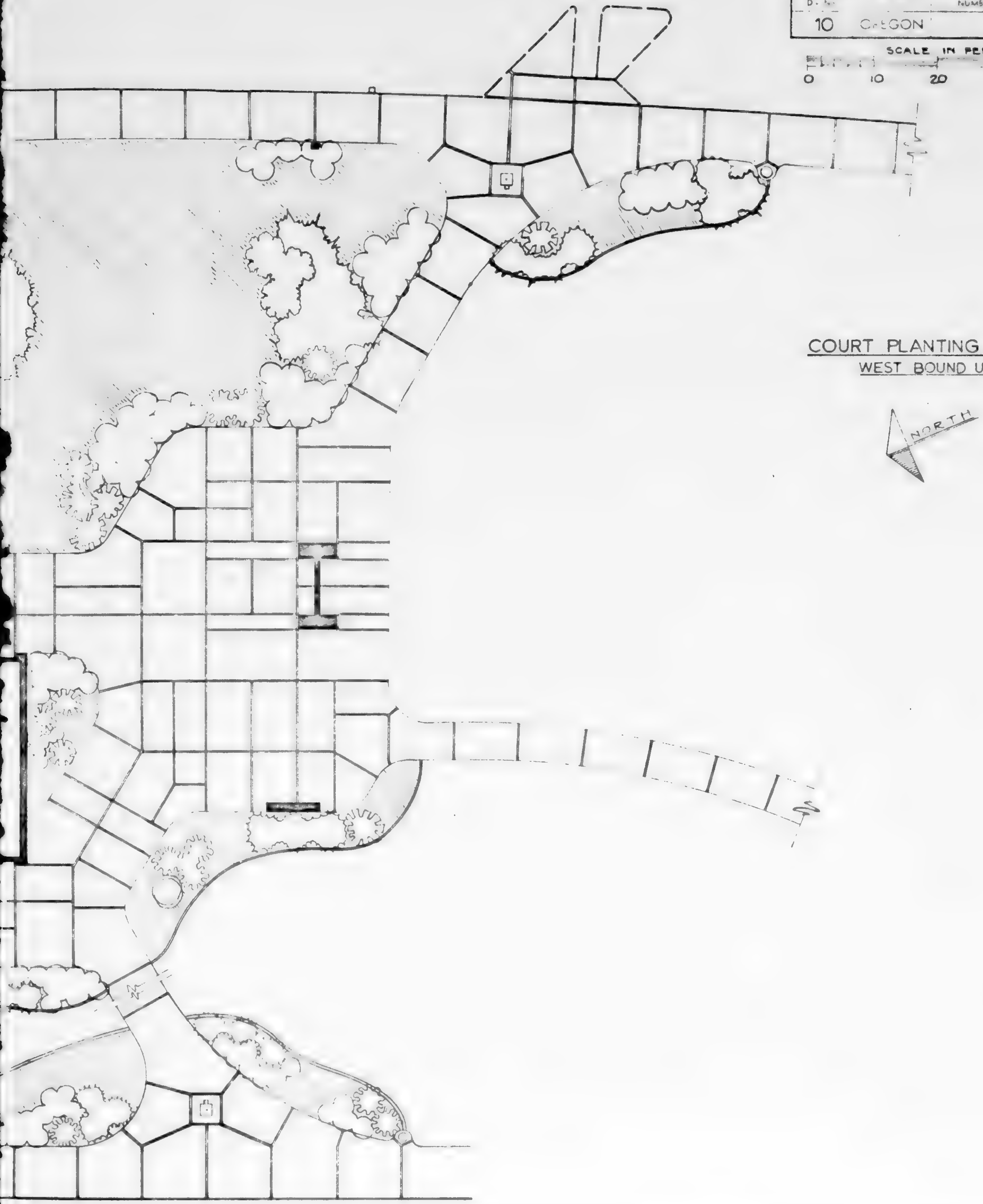
CHAS. REYNOLDS SAFETY REST AREA OLD OREGON TRAIL HIGHWAY UNION COUNTY				SHEET No. 12
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SCALE IN FEET

0 10 20 40

COURT PLANTING PLAN

WEST BOUND UNIT



80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 22, 1975
Salem, Oregon

FILE: Br. 9812C

FROM: R. W. Ellison
Bridge Administration Engineer

TO: H. W. Gerlach
Region V Utility Engr.
LaGrande

SUBJECT:
Chas. H. Reynolds SRA
Old Oregon Trail Hwy.
Union Co.
Utility Lines Conflict
with Natural Gas Line

Attached are four plan sheets for the rest area showing all of our proposed utility lines for the subject project in relation to natural gas line of which we were recently appraised.

In the event that the natural gas line shown is more than four feet below the land surface, it would be desirable that our utility lines should cross over the top.

Please contact the gas utility company and determine the requirements for protection between our utility lines and the natural gas line. We request the return of one plan sheet with any necessary notations.

We assume conflicts can be solved by price agreement after the contract is awarded.

RFK/ag
Attachs.
cc W. Schwartz
C. T. Keasey w/attach.
C. G. Swenson
G. J. Ballard

✓

80N

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January [illegible], 1975

La Grande, Oregon

FROM: Joseph A. Schlieski

TO: Dale Allen
Region Construction Engineer

SUBJECT: Chas. H. Reynolds Safety Rest Area
Old Oregon Trail Hwy
Union County

Preliminary review of Landscape,
and Sewage Line

Very quick review of preliminary plans with the special provisions.

Sheet #2 -
Several typical sections indicate 3" pipe - yet all other plan details indicate 4" pipe or larger.

In reviewing the jacking details at "L" 327.30 - I'm not aware of the special provisions for this work - but we definitely don't want to get stuck for trench excavation "associated" with the work - as we did on "Old [illegible]".

Regarding the pipe jacking at Sta. [illegible] [illegible] we should be [illegible] the L line [illegible] large boulders etc. which could [illegible] Consideration should [illegible] also. If [illegible]

Sheet #5 - [illegible]

Sheet #3 of Landscape [illegible] sidewalks, etc. [illegible] could be used as a basis for [illegible]

Sheet #4 of Landscape [illegible] for the [illegible]

[illegible]

[illegible]

ORE GON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
January 16, 1975
La Grande, Oregon

FROM: JAS

SUBJECT: Chas. H. Reynolds Safety Rest Area
Preliminary plan review

TO: DDM

Page # 2 General Comments

I'm not impressed with the redwood header work I've had todate -- the addition of the 16D nails should help to hold the headers flush with the surface of the sidewalk. Todate they have been a hazard to the public and an inconvenience to maintenance. I wouldn't be opposed to eliminating the [illegible] using a standard plastic joint or scoring as required.

It would ease maintaining the parking area during winter storms, etc., if the pedestrian ramps could be set in the sidewalk area or placed on one end or the other of the parking area. I realize that this may not be possible due to the anticipated direct access from a vehicle onto the ramp.

I question the durability of exposed aggregate sidewalks in this [illegible] [illegible] if there is any sealer set up in the special provisions. The exposed aggregate looks nice but did you ever try shoveling snow off this type of sidewalk?

The telephone and power location is [illegible] at this time. [illegible] is discussing this work with the responsible utility company.

How about a drinking fountain that can be used year round? Usually in the winter time the outlying fountains are turned off due to freezing conditions etc. I'm certain that a fountain in the area of the building, available year round, would be utilized by the public. I've heard numerous comments during the winter time about the lack of drinking facilities at various rest areas.

We've reviewed the wind conditions and the existing snow drifts in the area. The predominate wind appears to come from the south - southwest. The [illegible] westbound rest area seems to be protected by the [illegible] Ladd Creek and on the eastbound rest area the [illegible] Ladd Canyon falls short of the rest area. [illegible]

cc: File

FORM F-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande

DATE January 15, 1975

TO W. E. Schwartz
Region Engineer

FROM G. A. Starkey
District Engineer

SUBJECT Reynolds Safety Rest Area

Herewith are the preliminary plans for the subject rest area.

We do not note any special plantings for wind barrier. Since this appears to be the windiest place in the world, it is suggested that special study be made by the Resident Engineer in an effort to establish building doors in protected areas. At Baker Valley we are experiencing substantial snow removal problems caused by wind drifts. Special planting should be made to provide protection from wind.

Special attention should be given to proper heating design within the buildings. Glass should be insulated. All ventilation windows should include screens for insects.

Some of our sanitary dump stations have been constructed on straight grades. Berms have been constructed in an effort to control waste flow. We find that this waste is not satisfactorily controlled. We suggest that the site be constructed at the bottom of a short, vertical curve to eliminate the problem.

GAS:mu
Attachment

[illegible]

F

January 10, 1975

Oregon Brass Works
1127 Southeast Tenth Avenue
Portland, Oregon 97214

Attention: R. E. Driesner

Dear Mr. Driesner:

Enclosed is a copy of the wording required for two bronz tablets in memory of Chas. H. Reynolds to be installed in a rest area near La Grande, Oregon. These will be similar to the tablet honoring William N. Banton which was purchased in September, 1973.

Will you please prepare shop drawings and cost and forward to us for approval. My phone number is 378-3881 in case you need to contact me for more information.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Roy E. Olson
Landscape Engineer

REO:jh

✓

RECEIVED
JAN 1
ROAD
DESIGN
SECTION

Reply ☐
Approval ☐
Keep ☐
File
Other

RECEIVED

cc To [illegible]

142 K

May 17, 1974

La Grande City Commission
P. O. Drawer 670
La Grande, OR 97850

Attention: Max C. Thompson

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of a letter-form agreement with your City pertaining to the improvement of Chas. H. Reynolds Rest Area on the Old Oregon Trail in Union County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 23, 1973

TO E. S. Hunter, Assistant State Highway Engineer

Sullivan

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Sewer Treatment
Chas. L. Reynolds Safety Rest Area
La Grande-N. Powder Section
Old Oregon Trail Highway (I-80N)
Union County

As requested we have estimated the 20 year costs for several sewage treatment alternates for the rest area east of La Grande.

1. Bridge Design Section plan for pumping raw sewage to the City of La Grande's lagoon (approximately 4 miles) would cost $241,000 plus $11,000 for connection and monthly charges. $252,000

2. Bridge Design Section plan for pumping effluent from septic tanks to the lagoon would cost $200,000 plus #32,000 for connection, monthly charges and septic tank care. $232,000

3. FMC Corporation "package" plant (investigated by Bridge Design Section) is estimated at $50,000 installed. Chemicals over a 20 year period would be $73,000. Man and equipment to clean and haul away daily by-product would approach $160,000 for 20 years. $283,000

4. Wasteco Sludge Burner, installed, is estimated at $140,000. Fuel, filters, power and maintenance for 20 years is estimated at $133,000. $273,000

28-73
ginal to
alt Hart

8-28-73
Walt Hart
Lets select either #1 or #2
based on which plan is likely
to cause the least amount of maintenance
trouble in the future. Obtain FHWA
approval after water is located and
proceed.
ESH
cc Vanstrog

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AUG 24 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

After discussing this with Bob Knapp (Bridge Design Section) and others, it would appear that (2), which is the least expensive, would also be less potential problem from a maintenance standpoint since the sewage grinders would be eliminated and only effluent would be transported rather than the raw sewage.

It is our recommendation that we proceed with alternate (2) and with an agreement with the City of La Grande for the necessary treatment.

ADO:jh

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J. H. Versteeg

SUBJECT Sewer System
Chas. L. Reynolds Safety Rest Area

Copy

Copy to Bridge

1
Versteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout VT

RECEIVED
AUG 10 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

There are two alternate sewer systems under consideration to serve this safety rest area. One, we can pipe the sewage from the safety rest area to the city's lagoon for disposal. This sewer will cost between $150,000 and $200,000 plus an undetermined treatment fee that the City of La Grande can assess.

The second proposal under consideration by the Bridge Section would be a package plant with a building and disposal field estimated to cost $50,000. This facility would require daily maintenance by our personnel.

When an existing sewage treatment plant is available for handling the sewage from our rest areas it would seem that we should take advantage of it. This sewer pipe installation will require greater capital outlay than the package plant but the maintenance cost would be considerably less. In addition the package plant has a limited life and would need to be replaced sometime in the future.

It is our recommendation that we go ahead with the sewage installation and with an agreement with the City of La Grande for the necessary treatment.

JHV:jh

8-9-73

Ned
Estimate 20 yr costs
for both systems as a
matter of record.
ESH

RECEIVED
AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

714

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 8, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Charles E. Reynolds Safety Rest Area
Old Oregon Trail Highway (I-80N)
Union County

LOCATION AND DESCRIPTION OF PROJECT The Charles E. Reynolds Safety Rest Area is located in Union County 4.5 miles south of La Grande on the Old Oregon Trail Highway (I-80N). It lies 26 miles north of the Baker Valley Safety Rest Area and 40 miles south of Deadmans Pass Safety Rest Area. There are rest area facilities proposed for both northbound and southbound traffic.

The project will involve drilling additional wells to assure a water supply sufficient in both quantity and quality to support the rest area needs.

The City of La Grande has agreed to the use of their lagoon facility for sewage disposal from the rest area.

Additional items of construction will be a water supply system, toilet buildings, trailer sanitary stations, irrigation system, picnic tables, information shelters, walks, electrical supply for buildings, and parking area illumination.

The parking areas and the entrance and exit ramps are under construction in conjunction with the grading and paving contract for the La Grande-Ladd Canyon Section.

PURPOSE OF PROJECT The project is in a location to allow approximately a half-hour driving time to the next rest area sites. This facility will serve the needs of the traveling public projected to the year 1990.

Services provided contribute to the health and well-being of the motorist. Driver fatigue, which is responsible for many serious vehicular accidents, can be alleviated more readily if rest stops are available at appropriate intervals.

DISCUSSION OF ENVIRONMENTAL IMPACTS Very little native vegetation will be disturbed, and appropriate supplemental landscaping will be carried out to develop pleasant surroundings in the rest area.

Sewage disposal into the City of La Grande lagoon facility will solve any problems of environmental impacts outside the area.

BASIS FOR NEGATIVE DECLARATION A-95 review is not required for the project since there is no right-of-way required.

All improvements will lie within the existing boundary of the rest area, so no additional property will be required. The project will result in a direct benefit to the highway user.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date JUN [illegible]
Division Engineer

GAP:dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
W. J. Hart
J. H. Versteeg
W. E. Schwartz

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 4, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project I-80N-6(-)
Reynolds Rest Area (Ladd Canyon Rest Area)
Old Oregon Trail Highway
Union County

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The floor plan as proposed in Mr. Wallace's memorandum of May 25, 1973 is approved.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 5 '73
REFER TO
FOR
Info | Inves | AD | DIR | Sign | Act ✓ | File

6-7-73
Copy [illegible]
[illegible]
[illegible]

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 25, 1973

TO Mr. Glen Green
Division Engineer
Federal Highway Administration

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Reynolds Rest Area (Ladd Canyon Rest Area)
Old Oregon Trail Highway
Union County

On March 12, 1971 we requested and subsequently received approval from your office to use the same buildings for this rest area as were used in the Baker Valley Rest Area.

The use of the Baker Valley plans is not feasible at this time due to economic trends, space requirements and building code changes.

We now propose to use a floor plan similar to the one being used at Manzanita and Memaloose rest areas. The outer appearance is similar to the Baker Valley building and the pedestrian circulation is the same. No changes will be required in the landscape design.

The estimated cost for each toilet building is $35,000. Please give us your approval to proceed with this change.

JHW:dh

cc E. S. Hunter
L. H. Young
V. E. Skoog
J. H. Versteeg
Roy Olson

[illegible]
ASSISTANT STATE [illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 18, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT Ladd Canyon Safety Rest Area
Union County

Attached is a copy of Roy Olsen's letter of May 14 outlining the reasons why Ladd Canyon was selected as a rest area site. I also discussed the possibility of alternate sites with the Region V Engineer. It is Pat Schwartz's contention that water supply and sewage disposal problem would be similar regardless of where we might try to relocate the rest area.

Based on the contract work completed (grading, storm sewer and surfacing) and the lack of a superior rest area alternate location it is suggested that we continue development of the present safety rest area.

5-22-73

Hal

Ok proceed with rest area development but only after an adequate water supply has been located.

ESH

JHV:jh

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-22-73
original to Versteeg

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1973

SUBJECT: Chas. H. Reynolds S.R.A.
Formerly Ladd Canyon S.R.A.
Union County

To: J. H. Versteeg
Design Engineer
224 State Highway Building

Selection of sites for safety rest areas on the interstate system was started when the interstate system was in the planning stage.

The approval of this site was received in June, 1960.

During the planning stage, several locations were studied to make the selection. One of the considerations in selecting sites was to have them spaced so there would be approximately one-half hour of driving time between rest areas. For instance, the distance between Boardman and Stanfield is 25 miles; Stanfield and Deadmans Pass is 43 miles; Deadmans Pass and Ladd Canyon is 40 miles; Ladd Canyon and Baker Valley is 26 miles; and Baker Valley and Weatherby is 41 miles.

The location within five miles of La Grande is not unusual. Siskiyou to Ashland is four miles; Ashland to Suncrest is 5.66 miles; Medford to Suncrest is 3.74 miles; and Grants Pass to Manzanita is 4.32 miles.

Many travelers pass by the cities unless they have a particular reason to stop.

On the 27th of June, 1972, the Highway Commission made a resolution changing the name of Ladd Canyon Safety Rest Area to Chas. H. Reynolds, in honor to the former Chairman of the Highway Commission.

Additional right-of-way was purchased from a Mr. Fagen for the rest area location.

The construction of parking areas and entrance and exit ramps was let with the grading and paving contract. Grading has been completed and cement treated base installed. A separate contract was let to drill two wells. A contract was negotiated with a driller who proved to be incapable in his operations. The first well was to have been 200 feet in depth. He lost a bit at 131 feet as well as two fishing tools.

The decision to stop drilling was made at the region level, probably because of the poor experience with the driller.

A study of the area was made by Bill Milne who is convinced that if the first well had been drilled to a depth of 200 feet it would be a good producing well.

The FHWA has tentatively approved another contract to drill additional wells.

One of the advantages of this site is being close enough to the La Grande sewage facility to be able to use the lagoon for disposal. This will be an asset for future maintenance.

Roy E Olson

Roy E. Olson
Landscape Engineer

8143 Fivemile Cr. Rd. Sec. of 1975
County Rd. No. 183
(Structures)

C & A - 5210 - 2/12/75

143

January 8, 1976

Rathbone, King & Seeley
c/o Peerless Insurance Company
310 S.W. 4th Street
Portland, OR 97204

Gentlemen:

On January 2, 1976, we wrote to you concerning release of final payment on Contract No. 8143 awarded to F. G. Scott Construction Co. for work on the Fivemile Creek Road Section of County Road 183 in Wasco County.

Final payment on this contract is $6,440.89 and the total contract amount is $133,519.45. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: F. G. Scott Construction Co.
3680 Brooklake Road N.E.
Salem, OR 97305

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 5 Mile Creek Road Section

WEEK ENDING: November 29, 1975

SECTION PREFIX: 33-7962-13

HIGHWAY: County Road No. 193

COUNTY: Wasco

NAME OF JOB: 5 Mile Creek Road Section

KIND OF WORK: Structures

CONTRACTOR: E.C. Scott Construction Company

CONTRACT NUMBER: 142

FEDERAL AID PROJECT NUMBER: [illegible]-413-PR 65 (item)

DATE OF CONTRACT: March 26, 1975

DATE WORK STARTED: June 30, 1975

ESTIMATED COMPLETION DATE: November 1, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 231

SPECIFIED COMPLETION DATE: November 1, 1975

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION $ 155,1[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING $ 112,[illegible]

ENGINEERING AUTHORIZATION $ 13,[illegible]

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]

ENGINEERING COST TO DATE $ [illegible]

DATE PROJECT WAS COMPLETED: October [illegible], 1975

ESTIMATED PERCENT OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 112.[illegible] %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	[illegible]			
MONDAY	[illegible]			
TUESDAY	[illegible]			
WEDNESDAY	[illegible]			
THURSDAY	[illegible]			
FRIDAY	2[illegible]			
SATURDAY	29			

K

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[illegible] 1 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity All Week.
MONDAY 24	
TUESDAY 25	
WEDNESDAY [illegible]	
THURSDAY [illegible]	
FRIDAY [illegible]	
SATURDAY [illegible]	

REMARKS

Status: [illegible]
[illegible]
[illegible]

SIGNED [illegible] LOCATION [illegible]
[illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F2:6

Wash DC (HHO-32)
G K Hossner
FDAA

DERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Wasco	**DIVISION** Oregon
DATE OF INSPECTION 7-30-75	**INSPECTION MADE BY** D. B. Carter, Area Engr Original signed by D. B. Carter Area Engr.		**PROJECT NO.** FDAA-413-DR65(Item 22)

IN COMPANY WITH N. Oliva, Res Engr; R. Sandman, Reg 4 Constr Engr; OSHD; R. Kniesteadt, Wasco County Roadmaster

LOCATION

The project is located on Fivemile Creek Road, County Road 183 in Wasco County, Oregon

CONTRACTOR NAME AND ADDRESS

F. G. Scott Construction Company, Salem, Oregon 97305

AWARD DATE 3-26-75	**CONTRACT AMOUNT** $135,605	**TIME ALLOWED** 11-1-75	**TIME STARTED** --	**WORK STARTED** 6-30-75
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 62%	**WORK COMPLETED** 21%	

REMARKS

COPY SENT
AUG 1 1 197[illegible]
Washington

FIVEMILE CREEK ROAD SECTION
COUNTY ROAD NO. 183
WASCO COUNTY
Structure Repair

INTRODUCTION

This project provides for the repair of five structures and the replacement of five structures which were damaged and/or destroyed as a result of the disaster. Both the design and the administration of the construction contract is being accomplished by Oregon State Highway Division forces.

WORK COMPLETED

Bridge No. 16192		Foundations excavated	2%
Bridge No. 16193		" "	2%
Bridge No. 16194		" "	2%
Bridge No. 16195		Abutment ftgs. poured	20%
Bridge No. 16205	(RCBC)	Concrete poured	90%
Bridge No. 16206		Abutment ftgs. poured Abutment walls partially formed	15%
Bridge No. 16202		Foundation excavated	2%

Work has not begun on other structures.

NOTED
H. COULTER

RECEIVED
AUG 15 1975
Office of
Assistant State Highway Engineer

more

Form FHWA 1446 (12-73) Formerly PR-33 A

Previous Editions of PR-33A will Not Be Used.

WORK IN PROGRESS

At the time of this inspection the contractor's work in progress was as follows:

Bridge No. 16195 - Stripping footings and excavating for bottom slab.

Bridge No. 16206 - Forming abutment walls

Bridge No. 16193 - Forming footing at abutment No. 1

LABOR COMPLIANCE AND EEO

The contractor's payrolls and those of his subcontractor were not on file at the time of this inspection. The Resident Engineer is presently in the process of obtaining these payrolls. The contractor has a bulletinboard on the project located at Structure No. 16205. The pertinent posters and notices are on display.

The contractor held an initial EEO meeting July 17. Mr. Pat Foster is the contractor's EEO officer.

COMMENT

A completion date of November 1, 1975, has been specified for the project to allow the County sufficient time to place the approach fills and riprap before inclement winter weather. Timing is critical on the project as no excavation is permitted in free-flowing water during the period April 1 to August 31. Work is now progressing in the stream under the provision which allows the stream to be diverted around the worksite.

To provide a smooth transition of the stream channel at the new structures more channel work may be required than had originally been anticipated. Skewing of the structures may have reduced the channel disruption.

A

B4 ____

B ____

PROJECT ANALYSIS

APPLICANT Wasco County, Oregon COUNTY Wasco [illegible]

PROJECT APPLICATION NO. FDAA- 413 -DR- 65 SUPPLEMENT NO. 3

1. X The Project Application shown above and appropriate Damage Survey Reports have been reviewed.

2. X Adjustments to the amount requested are explained in REMARKS.

3. X Items covering permanent restoration work have been reviewed to determine that design capacities do not exceed those which existed immediately prior to the disaster and are in conformity with applicable standards which pertain to the applicant.

4. X The applicant understands that administration and engineering are eligible only for direct charge project employees directly engaged in an approved project to cover engineering design, preparation of special plans and specifications, and supervision and inspection of actual work performance.

5. X Approval of this project application does not assure payment in the amount cited below. Final payment is dependent upon the manner in which the work is accomplished, the final completed work inspection, and an audit of the applicant's records. At final audit, the applicant will be required to furnish documentation to support costs incurred in conformity with the requirements of the law, regulations, and and FDAA Handbook for Applicants 3300.1.

6. X Time Limitations:
Category C-2, Items 22S-A & 22S-B (supplements to DSR 22) - Nov. 1, 1975

7. ____ Remarks:
See Attached analysis

Approval of this supplement is recommended in the amount of $266,616.00, which increases the total amount for this Project Application to $496,980.00

RECEIVED
MAY 12 1975
OREGON [illegible]

RECEIVED
COUNTY & CITY SECTION

Gregory - Bolt Date: 8 May 1975

*Federal Agency Distribution:

____ Corps
Salem FHWA
____ EPA
____ OTHER

____ National Marine Fisheries
____ BuRec

This submission includes an estimate for the grading portion of the work only. The structure repair estimate will be submitted at a later date. The estimate for repairs on this road have been segregated and will be submitted in this manner to expedite the work. The County contemplates beginning road repairs immediately and will pursue the repair work as weather permits. The structure repairs require some design work. This work is being done by the Oregon State Highway Division. The structure repairs will be accomplished by contract. It is anticipated the contract will be ready for bid by late winter or early spring.

This road contains both damaged areas and undamaged areas. The County has indicated their desire (at their expense) to bring the undamaged areas up to current County standards in conjunction with the disaster repair work, as provided for in the FDAA Manual, Section V, F2c(2) (see attached County letter). The damaged areas will also be rebuilt to current County standards. This will require approximately 2-4 feet of widening and would result in a 26-foot subgrade from the lower end of the project to the junction with the Dutch Flat Road and a 22-foot subgrade from the junction to the upper end of the project. The road is not presently surfaced and so no gravel surfacing has been included in the estimate. However, the proposed subgrade widths will provide for an ultimate gravel surface. The added 2-4 feet of width required to meet current County standards does not add an additional lane to the road as the road will remain a two-lane low-volume facility. In addition, the County desires to replace at their expense a structure located on this road which was not damaged by the high water but is in need of replacement. For convenience this work will be included in the contract with the other bridge repair work.

A method to prorate costs for the grading repairs to the damaged and undamaged areas has been proposed by the County (see attached letter). This method proportions the estimated embankment measure in the damaged and undamaged areas and uses the resulting ratio to prorate repair costs. This method would reduce field engineering and office accounting costs due to the simplified records which would be required. The actual ratio to be used which is based on the engineers estimate of the embankment required (see attachment).would be:

FDAA

$$\frac{26{,}178 \text{ CY}}{30{,}519 \text{ CY}} = 0.858$$

COUNTY

$$\frac{4{,}341}{30{,}519} = 0.142$$

It is recommended this procedure be adopted to determine the prorata share for the grading costs on the damaged and undamaged areas.

The attached estimate is based on cost data obtained through the OSHD cost analysis section. The unit costs shown are based on estimated contracted equipment rental rates. However, the current rate for public-owned equipment or otherwise approved rates will prevail for work done by the County. These rates have not been used in the preparation of the estimate as the County may be required to use contracted equipment if the weather should be unsuitable for work during the late spring and early summer as this would extend the repair work into the summer when the County maintenance forces would be required for their usual summer work program. If the County can complete the repairs, the cost will be considerably less due to the lower rental rates which would be in effect.

Item No. 4 of the estimate contains an item for culvert pipe. This item is included to provide detours at the structure repair location. The detours will be provided when actual conditions warrant and a salvage credit for culvert will be credited to the project when appropriate.

An allowance of 4.5% has been made in the estimate for overruns in contract quantities and minor changes in the work. This amount provides for adjustment to contract quantities to reflect the actual field conditions encountered during construction. In addition, an allowance of 10% has been made for construction engineering.

This project will require additional right of way and some fence reconstruction. The County will assume these responsibilities and associated costs.

FIVEMILE CREEK ROAD

WASCO COUNTY ROAD NO. 1

Wasco County Prefix No. 533-0106

BID SCHEDUAL

ITEM No.	ITEM	QUANTITY	UNIT PRICE	AMOU
1	Mobilization	All Specified	Lump Sum	$8,00
2	Clearing and Grubbing	15 Acres	Lump Sum	$15,00
3	Sprinkling	215 M. Gallons	$4.00	$86
4	Pipe - 36" CMP (Furnish only)	200 Lin. Ft.	$10.80	$2,16

EMBANKMENT - (Equipment Rental)
Operated

ITEM No.	ITEM	QUANTITY	UNIT PRICE	AMOU
5	Blade Grader Min. Wt. 27,000 Lbs	400 Hours	$25.00	$10,000
6	Front End Loader 4 Wheel Min. - 2½ Cu. Yd.	344 Hours	$30.00	$10,320
7	Tractor W/Dozer Blade Min. 225 Engine H.P.	350 Hours	$45.00	$15,750
8	Tractor W/Dozer & Ripper Min. 225 Engine H.P.	50 Hours	$48.00	$ 2,400.
9	Trucks, End Dump (3) 8 to 12 Cu. Yd.	336 Hours Each	$25.00	$25,200.
10	Roller, Self Propelled Segmented 9 - 14 Ton	310 Hours	$30.00	$ 9,300.
11	Backhoe 3/8 Cu. Yd. W/ front end loader	80 Hours	$25.00	$ 2,000.

DRILLING, BLASTING & COMPACTING

ITEM No.	ITEM	QUANTITY	UNIT PRICE	AMOU
12	Air Compressor (Non-operated) Min. 125 Cu. Ft.	165 Hours	$10.00	$ 1,650.
13	Jackhammer (Non-operated) 50 - 63 Lbs	40 Hours	$ 5.00	$ 200.
14	Tamper, Impact (Non-operated)	125 Hours	$ 5.00	$ 625.
15	Explosives	300 Lbs	$ 1.00	$ 300.
16	Labor (Incl. 167 Hrs. Class 3) 200 Hrs. Class 1)	367 Hours	$12.50	$ 4,587.

BID ITEM TOTAL $103.352.5

Form X-D

OREGON STATE HIGHWAY
DIVISION

TABULATIO

SHEET .... OF

Summary 3 [illegible]
[illegible] Area 5
[illegible] Areas

Sta.	To Sta.		FLOOD DAMAGE Exc.	Emb		[illegible] DAMA Exc.	Emb.
744+00	777+50	Channel Change Borrow	5715 (412 82 1567 743)	7796		–	
731+50	744+00					253	411
717+50	731+50	Channel Change	426 377	3493			
713+00	717+50					13	152
702+50	713+00	Channel Change	18 1354	1656			
696+00	702+50					92	1012
664+00	696+00	Borrow	3765 (238 441 1013)	3852			
648+00	664+00					325	735
636+00	648+00	Borrow	756 649	1140			
628+00	636+00					234	945
623+00	628+00		48	905			
616+00	6[illegible]+00					757	316

Form E-69

OREGON STATE HIGHWAY
DIVISION

TABULATION

SHEET .... OF ....

[illegible] BREAKDOWN FOR
FLOOD DAMAGE AREAS &
NO FLOOD DAMAGE AREAS

Fivemile Creek Road
Wasco County Road No. 1[illegible]

Sta.	to Sta.		Flood Damage Exc.	Flood Damage Emb		No Flood Damage Exc	No Flood Damage Emb
7+50	616+00		1039	5112			
0+00	587+50					—	441
2+00	580+00	Borrow	3227 2035	1520			
1+00	559+00					593	335
5+00	551+00	Borrow	167 185	704			
TOTAL ROADWAY QUANTITIES			16,161	26,178		2270	4341
TOTAL CHANNEL CHANGE QUANTITIES			2,225	—		—	—
TOTAL BORROW QUATITIES			6,871	—			
TOTAL QUATITIES			25,257	26,178		2270	4341
			51,435			6611 (11.4%)	

TOTAL EXCAVATION 27,527 Cu. Yds.

TOTAL EMBANKMENT 30,519 Cu. Yds.

{ Additional Borr
Will be Requir

ESTIMATE SHEET

dge Name FIVEMILE CREEK BR REPAIR County Wasco

16193, 16196

tion and Station Fivemile Creek

E dge No. 16202, 16203, 1620

imate Made By [illegible]

Highway Fivemile Creek Rd. (Co. Rd

cription Date 1-15-75 Checked By SHG Date 1-23-75

5 structures with slabs placed in stream bottom

imate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297

rike out the ones which do not apply)

culation Book No. 1558 Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
ilization	All					
ing, Cribbing, etc.	All				8%	1170
ctural Excavation	Cu.Yd.					
avation Below Elev. Shown	Cu.Yd.			100	10.00	1000
reated Timber Piling (No.)	Lin.Ft.					
ated Timber Piling (No.)	Lin.Ft.					
l Piling (No.)	Lin.Ft.					
tr. Conc. Piling (No.)	Lin.Ft.					
ish Pile Driving Equipment	All					
e Timber Piling	Lin.Ft.					
e Steel Piling	Lin.Ft.					
e Prestressed Conc. Piling	Lin.Ft.					
ctural Concrete Class 3300-1½	Cu.Yd.					
				80	120.00	9600
mber (No. 1 structural)	MBF					
				2	500.00	1000
l Reinforcement	Lbs.					
				5500	0.45	2475
ctural Steel	Lbs.					
neral Excavation	Cu. Yd.					
				70	8.00	560
tressing Steel	Lbs.					
tr. Conc. ( )	Each					
	Lin.Ft.					
Paving (incl. preparation)	Sq.Yd.					
Paving Curb	Sq.Yd.					
Pipe	Lin.Ft.					
Paving	Sq.Yd.					
End Panels	Sq.Yd.					
sion Jts.	Lin.Ft.					
ric Conduit	Lin.Ft.					
ane Waterproofing	Sq.Yd.					
al of old Bridge	All	—	—	—	—	
enance of Traffic	All	—	—	—	—	
Subtotal						

ridge Name Five Mile Cr.
ection and Station County [illegible]

-/3

2/3 6206

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

ridge Name FIVEMILE CREEK County Wasco Bridge No. 16205
ection and Station Fivemile Creek Highway Fivemile Creek Rd (Co.
stimate Made By JAC Date 1-15-75 Checked By SHG Date 1-23-75
escription 10'-0" x 4'-0" x 26' Box Culvert
stimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297,7176
Strike out the ones which do not apply)
alculation Book No. 1558 Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
obilization	All				8%	650
horing, Cribbing, etc.	All					
tructural Excavation	Cu.Yd.	60		60	10.00	600
xcavation Below Elev. Shown	Cu.Yd.					
ntreated Timber Piling (No.)	Lin.Ft.					
reated Timber Piling (No.)	Lin.Ft.					
teel Piling (No.)	Lin.Ft.					
restr. Conc. Piling (No.)	Lin.Ft.					
urnish Pile Driving Equipment	All					
rive Timber Piling	Lin.Ft.					
rive Steel Piling	Lin.Ft.					
rive Prestressed Conc. Piling	Lin.Ft.					
ructural Concrete Class 3300-1½	Cu.Yd.		42	42	120.00	5040
tal Reinforcement	Lbs.		4400	4400	0.45	1980
ructural Steel	Lbs.					
estressing Steel	Lbs.					
estr. Conc. ( )	Each					
il #	Lin.Ft.					
ope Paving (incl. preparation)	Sq.Yd.					
ope Paving Curb	Sq.Yd.					
ain Pipe	Lin.Ft.					
rm Paving	Sq.Yd.					
C. End Panels	Sq.Yd.					
pansion Jts.	Lin.Ft.					
ectric Conduit	Lin.Ft.					
mbrane Waterproofing	Sq.Yd.					
oval of old Bridge Yes	All	–	–	–	–	500
ntenance of Traffic	All	–	–	–	–	
Subtotal						

ESTIMATE SHEET

ridge Name Five Mile Cr. County Wasco idge No. 16193, 9495, 16206
ection and Station 611+20, 627+10, 722+40, 651+40 Highway Five Mile Cr. Rd.
stimate Made By SHG Date 1-15-75 Checked By JGB Date 1-23-75
escription 4 Structures

stimate From No-Plans ~~Sketch~~ [✓ Completed Plans] Drawing No. 30298 - 30299
Strike out the ones which do not apply)
alculation Book No. 1547 Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
obilization	All				8%	8096.00
horing, Cribbing, etc.	All					
tructural Excavation	Cu.Yd.	800	—	800	10.00	8000.00
xcavation Below Elev. Shown	Cu.Yd.					
ntreated Timber Piling (No.)	Lin.Ft.					
reated Timber Piling (No.)	Lin.Ft.					
teel Piling (No.)	Lin.Ft.					
restr. Conc. Piling (No.)	Lin.Ft.					
urnish Pile Driving Equipment	All					
rive Timber Piling	Lin.Ft.					
rive Steel Piling	Lin.Ft.					
rive Prestressed Conc. Piling	Lin.Ft.					
tructural Concrete Class 3300-1½	Cu.Yd.	374	—	374	120.00	44,880.00
General Excavation	Cu.Yd.	150	—	150	5.00	750.00
etal Reinforcement	Lbs.	37,600	—	37,600	0.45	16,920.00
tructural Steel	Lbs.					
estressing Steel	Lbs.					
estr. Conc. (12"x4'-0" Sld.) (22'-2" long)	Each	—	24	24	890.00	21,360.00
il # 2126	Lin.Ft.	—	250	250	35.00	8,750.00
ope Paving (incl. preparation)	Sq.Yd.					
ope Paving Curb	Sq.Yd.					
ain Pipe	Lin.Ft.					
rm Paving	Sq.Yd.					
C. End Panels	Sq.Yd.					
pansion Jts.	Lin.Ft.					
ectric Conduit	Lin.Ft.					
mbrane Waterproofing	Sq.Yd.					
c #1 Structural timber	B.F.	936	—	936	500/MBM	470.00
oval of old Bridge	All	—	—	—	—	
intenance of Traffic	All	—	—	—	—	
Subtotal						109,226.00
Plus 20 Percent for Engineering & Contingencies						21,850.00

Sheet 1 of ____ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) [illegible]

2. DISASTER DECLARATION DATE [illegible]

3. STATE Oregon

4. COUNTY Union

5. INSPECTION DATE [illegible] 8, 197[illegible]

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO. 22-[illegible]

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Upper Fivemile Creek, County Rd. No. 183

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE
See previous submission

12. PROPOSED WORK
See previous submission. This submission includes only the "Structures" portion of the repairs.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
5	ea	Repair foundations - 5 structures		15,3[illegible]
1	ea	Box culvert to replace destroyed structure		8,77[illegible]
4	ea	Replace 4 destroyed structures		[illegible]
		[illegible]		[illegible]
		TOTAL ESTIMATED COST		[illegible]

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name) [illegible]

d. DATE [illegible]

16. CONCURRENCES

☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) Discussed with H. Reynoldson, d. AGENCY OR OFFICE [illegible] e. DATE [illegible]

☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) Discussed with Rex [illegible], [illegible], Union County d. DATE [illegible]

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

ESTIMATE SHEET

1-

idge Name FIVEMILE CREEK [illegible] REPAIR County Wasco ridge No. 16302, 16303, 16 · 16182, 16196

tion and Station Fivemile Creek Highway Fivemile Creek [illegible]

timate Made By ____________ Date 1-15-75 Checked By SHG Date 1-23-75

scription 5 structures with slabs placed in stream bottom

timate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297

trike out the ones which do not apply)

lculation Book No. 1558 Loading ____________

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
bilization	All				8%	117
oring, Cribbing, etc.	All					
uctural Excavation	Cu.Yd.			100	10^{00}	100
cavation Below Elev. Shown	Cu.Yd.					
reated Timber Piling (No.)	Lin.Ft.					
eated Timber Piling (No.)	Lin.Ft.					
el Piling (No.)	Lin.Ft.					
str. Conc. Piling (No.)	Lin.Ft.					
nish Pile Driving Equipment	All					
ve Timber Piling	Lin.Ft.					
ve Steel Piling	Lin.Ft.					
ve Prestressed Conc. Piling	Lin.Ft.					
uctural Concrete Class 3300-1½	Cu.Yd.			80	120^{00}	960
umber (No. 1 structural)	MBF			2	500^{00}	100
al Reinforcement	Lbs.			5500	0^{45}	247
uctural Steel	Lbs.					
neral Excavation	Cu. Yd.			70	8^{00}	560
stressing Steel	Lbs.					
str. Conc. ( )	Each					
# -	Lin.Ft.					
e Paving (incl. preparation)	Sq.Yd.					
e Paving Curb	Sq.Yd.					
n Pipe	Lin.Ft.					
Paving	Sq.Yd.					
End Panels	Sq.Yd.					
nsion Jts.	Lin.Ft.					
tric Conduit	Lin.Ft.					
rane Waterproofing	Sq.Yd.					
al of old Bridge	All	–	–	–	–	
tenance of Traffic	All	–	–	–	–	

2/3

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION

ESTIMATE SHEET

206

ridge Name FIVEMILE CREEK County Wasco Bridge No. 16205
ection and Station Fivemile Creek Highway Fivemile Creek Rd (Co.
stimate Made By JKP Date 1-15-75 Checked By SHG Date 1-23-75
escription 10'-0" x 4'-0" x 26' Box Culvert
stimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297,7176
Strike out the ones which do not apply)
alculation Book No. 1558 Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amoun
obilization	All				8%	65
horing, Cribbing, etc.	All					
tructural Excavation	Cu.Yd.	60		60	10^{00}	600
xcavation Below Elev. Shown	Cu.Yd.					
ntreated Timber Piling (No.)	Lin.Ft.					
reated Timber Piling (No.)	Lin.Ft.					
teel Piling (No.)	Lin.Ft.					
estr. Conc. Piling (No.)	Lin.Ft.					
rnish Pile Driving Equipment	All					
ive Timber Piling	Lin.Ft.					
ive Steel Piling	Lin.Ft.					
ive Prestressed Conc. Piling	Lin.Ft.					
ructural Concrete Class 3300-1½	Cu.Yd.		42	42	120^{00}	5040
tal Reinforcement	Lbs.		4400	4400	0^{45}	1980
ructural Steel	Lbs.					
estressing Steel	Lbs.					
estr. Conc. ( )	Each					
l #	Lin.Ft.					
pe Paving (incl. preparation)	Sq.Yd.					
pe Paving Curb	Sq.Yd.					
in Pipe	Lin.Ft.					
n Paving	Sq.Yd.					
. End Panels	Sq.Yd.					
ansion Jts.	Lin.Ft.					
ctric Conduit	Lin.Ft.					
brane Waterproofing	Sq.Yd.					
wal of old Bridge Yes	All	–	–	–	–	500
tenance of Traffic	All	–	–	–	–	1,000

ridge Name Five Mile Cr. County Wasco Bridge No. 16193, 94, 95, 16206
ection and Station Five Mile Rd. 2 722+60 651+40 Highwa Five Mile Cr. Rd.
stimate Made By SHG Date 7-15-75 Checked By JGB Date 7-28-75
escription 4 STRUCTURES

stimate From No-Plans ~~Sketch~~ [✓ Completed Plans] Drawing No. 30298 - 30299
Strike out the ones which do not apply)
alculation Book No. 1549 Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
obilization	All				8%	8096.00
horing, Cribbing, etc.	All					
tructural Excavation	Cu.Yd.	800	—	800	10.00	8000.00
xcavation Below Elev. Shown	Cu.Yd.					
ntreated Timber Piling (No.)	Lin.Ft.					
reated Timber Piling (No.)	Lin.Ft.					
teel Piling (No.)	Lin.Ft.					
restr. Conc. Piling (No.)	Lin.Ft.					
urnish Pile Driving Equipment	All					
rive Timber Piling	Lin.Ft.					
rive Steel Piling	Lin.Ft.					
rive Prestressed Conc. Piling	Lin.Ft.					
tructural Concrete Class 3300-1½	Cu.Yd.	374	—	374	120.00	44,880
General Excavation	Cu.Yd.	150	—	150	5.00	750.00
etal Reinforcement	Lbs.	37,600	—	37,600	0.45	16,920.00
tructural Steel	Lbs.					
restressing Steel	Lbs.					
restr. Conc. (12"x4'-0" Std.) (22'-2" long)	Each	—	24	24	890.00	21,360.00
ail # 2126	Lin.Ft.	—	250	250	35.00	8,750.00
ope Paving (incl. preparation)	Sq.Yd.					
ope Paving Curb	Sq.Yd.					
ain Pipe	Lin.Ft.					
rm Paving	Sq.Yd.					
C. End Panels	Sq.Yd.					
pansion Jts.	Lin.Ft.					
ectric Conduit	Lin.Ft.					
mbrane Waterproofing	Sq.Yd.					
#1 Structural Timber	B.F.	936	—	936	1050/M	[illegible]
moval of old Bridge	All	—	—	—	—	
intenance of Traffic	All	—	—	—	—	
Subtotal						109,770.00
Plus 20 Percent for Engineering & Contingencies						21,950.00

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

December 19, 1974

Mr. Dave Carter, Area Engineer
U. S. Department of Transportation
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Upper Five Mile Road

Dear Mr. Carter:

Wasco County wishes to upgrade those sections of undamaged roadway within the limits of this proposed project to the extent they will meet current Wasco County minimum standards for a roadway of this type.

In reviewing the preliminary engineering data on this project it appears that the eligible and noneligible cost could be based on any of the following bases:

		Cu.Yd.	Percent
1.	Excavation and embankment in flood damaged areas	51,435	88.6
	Excavation and embankment in non-flood damaged areas	6,611	11.4
	Total	58,046	100
2.	Excavation in flood damaged areas	25,257	91.8
	Excavation in non-flood damaged areas	2,270	8.2
	Total	27,527	100
3.	Embankment in flood damaged areas	26,178	85.8
	Embankment in non-flood damaged areas	4,341	14.2
	Total	30,519	100

To expedite this project so that construction can begin at the earliest possible date, Wasco County would agree to accept a ratio of 14.2% County funds, and 85.8% Federal funds. This appears to be the most economical solution for FDAA.

Wasco County would appreciate any assistance you might be able to give in expediting project approval for this road.

Sincerely yours,

REX KNIESTEADT
Roadmaster

RKlpp

OREGON STATE HIGHWAY D. .ISION
TER-DEPARTMENT CORRESPONDENC
The Dalles, Oregon

DATE December 17, 1974

TO Carl M. Williams
Regional Engineer
Bend, Oregon

ATTN.: R. A. Sandmann
Regional Construction Engineer

FROM W. Reid Meritt
W. Reid Meritt
Resident Engineer

SUBJECT Fivemile Creek Road Section
Wasco County Road No. 183
Prefix No. 533-8106

Mr. Rex Kniesteadt, Wasco County Engineer, advised me on this date that Wasco County has chosen to do the grading work on the above subject project which is necessitated by damages to existing road by 1974 high water. This project is included in Federal Highway Disaster Program, P.L. 606. Mr. Kniesteadt advised that if it should develope that this grading work can not be done with Wasco County forces he would rent outside equipment, which he understands to be permissible under P.L. 606.

Mr. Kniesteadt also confirmed that Wasco County still wants us to let a contract for construction of new bridges and reinforced concrete slabs under existing bridges where runoff scoured under footings as previously submitted. He requested that this proposed contract include structures to be financed by Wasco County with hope that combination would result in lower costs, but that it be set up so that Wasco County could reject bids for structures which they are to finance and then build these structures themselves if they felt bids were too high.

In view of the above, it is suggested that roadway location data for project be returned to this office and authorization be established for engineering costs by this office on proposed construction.

cc: Victor D. Wolfe, Loc. Engr.
H. S. Cox, County-City Engr.
David B. Carter, FHWA
Norman Oliva, Res. Engr.

Wasco Co, Co Proj
(w/606)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
March 6, 1975

FILE: ACC 3
LOC 17

R. O. Havig

FROM: Richard O. Havig
Regional Office Engineer

TO: Robert H. Prange
County-City Unit

SUBJECT: Order to Render Service
Fivemile Creek County Road 183
County Bridge No. 16
Wasco County

Attached are duplicate copies of two (2) Orders to Render Service for the following:

Staking of Fivemile Creek County Road 183, Wasco County, assigned prefix no. 7813-900.

Engineering and inspection costs for County Bridge No. 16, Wasco County, assigned prefix no. 7815-900.

ROH:mr

enclosures

cc: J. L. Oliva
W. R. Meritt

RECEIVED
COUNTY & CITY SECTION
[illegible]
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Copy to:- Dick Hacek.

Form E-190—3M—12-64

Oregon State Highway Department
Order to Render Service
(Or to Furnish Materials)

Party Requesting Service:

Wasco County
5th & Washington St., The Dalles, OR
By: Rex Kniesteadt
Roadmaster
(Official Capacity)

Order No. 4-196
Date March 6, 1975
Prefix and account number to which work is to be charged 7815-900

Description and Location of Work To Be Performed or Materials To Be Furnished:

State will perform construction engineering and inspection at County expense and will bill Wasco County for actual total construction engineering costs after the project has been completed. This is for County Bridge No. 16 only.

Estimate of Quantities and Cost

Final costs to be determined after contract is complete. Approximately 10 percent of contract amount.

Basis of Payment:
☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $
Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☐ Letter to date
☐ Oral request to date

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by in letter dated
Expected date of completion of work or delivery of materials
Superintendent or engineer responsible for performance of work and submission of information for billing Norman L. Oliva, Resident Engineer

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region IV Office Department
Signed
Regional Office Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP•F190

Form E-180—3M—12-64

Oregon State Highway Department
Order to Render Service
(Or to Furnish Materials)

Party Requesting Service:

Wasco County
5th & Washington St., The Dalles, OR
By: Rex Kniesteadt
Roadmaster
(Official Capacity)

Order No. 4-197
Date March 6, 1975
Prefix and account number to which work is to be charged 7813-900

Description and Location of Work To Be Performed or Materials To Be Furnished:

State will perform necessary engineering for setting of grade stakes on Upper Five Mile County Road. This was damage in January, 1974 storm. Wasco County will be billed for actual engineering costs after the work has been completed. This is for staking Five Mile Creek County Road 183 only.

Estimate of Quantities and Cost

Final costs to be determined after work is completed.

Basis of Payment:
☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $
Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☐ Letter to date
☐ Oral request to date

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing W. R. Meritt, Resident Engineer

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region IV Office Department

Signed
Regional Office Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer resident engineer and/or maintenance superintendent.

SP*F190

143

K

February [illegible], 1975

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.______

Gentlemen

Attached for your [illegible] is a fully executed copy of an agreement covering construction of four bridges and one box culvert along with restoration of five bridges on the Fivemile Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

[illegible] Reed
COMMISSION SERVICES

fkn

Att.

cc [illegible] Don Farwell
(agmt. att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 11, 1975

TO MEMO TO THE FILES

FROM C. G. Swenson
C. G. Swenson
Specifications Engineer

SUBJECT Five Mile Creek Bridges

Hopkins H
Harwell ✓
Holmes ✓
Prange
Unrein

RECEIVED
FEB 13 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The subject bridges were washed out in a flood in January, 1974 - thirteen months ago. Bridge Division says they received data for designing structure about December 20, 1974. The plans were completed and submitted to Specs about January 20. Because of the press of other projects (Harrisburg Bridge and others), we could not get started working on this until about February 10.

It now appears that after the elapse of 13 months, the difference of even one week in advertising data has become a matter of great concern because of a threat of the loss of PL 606 funds sometime in July, 1975.

The project is scheduled for bid opening on March 27, 1975. If we can get a handle on Wildlife Commission requirements and a completion time, we may be able to move the project ahead one week to a bid opening on March 20.

FHWA is requesting an extension of time. If the extension of time is forthcoming, we should specify completion probably about November or December, 1975 in order to permit construction during the low water period. If an extension of time is not forthcoming, it appears we would have to specify completion in July, 1975 and hope to get a bid.

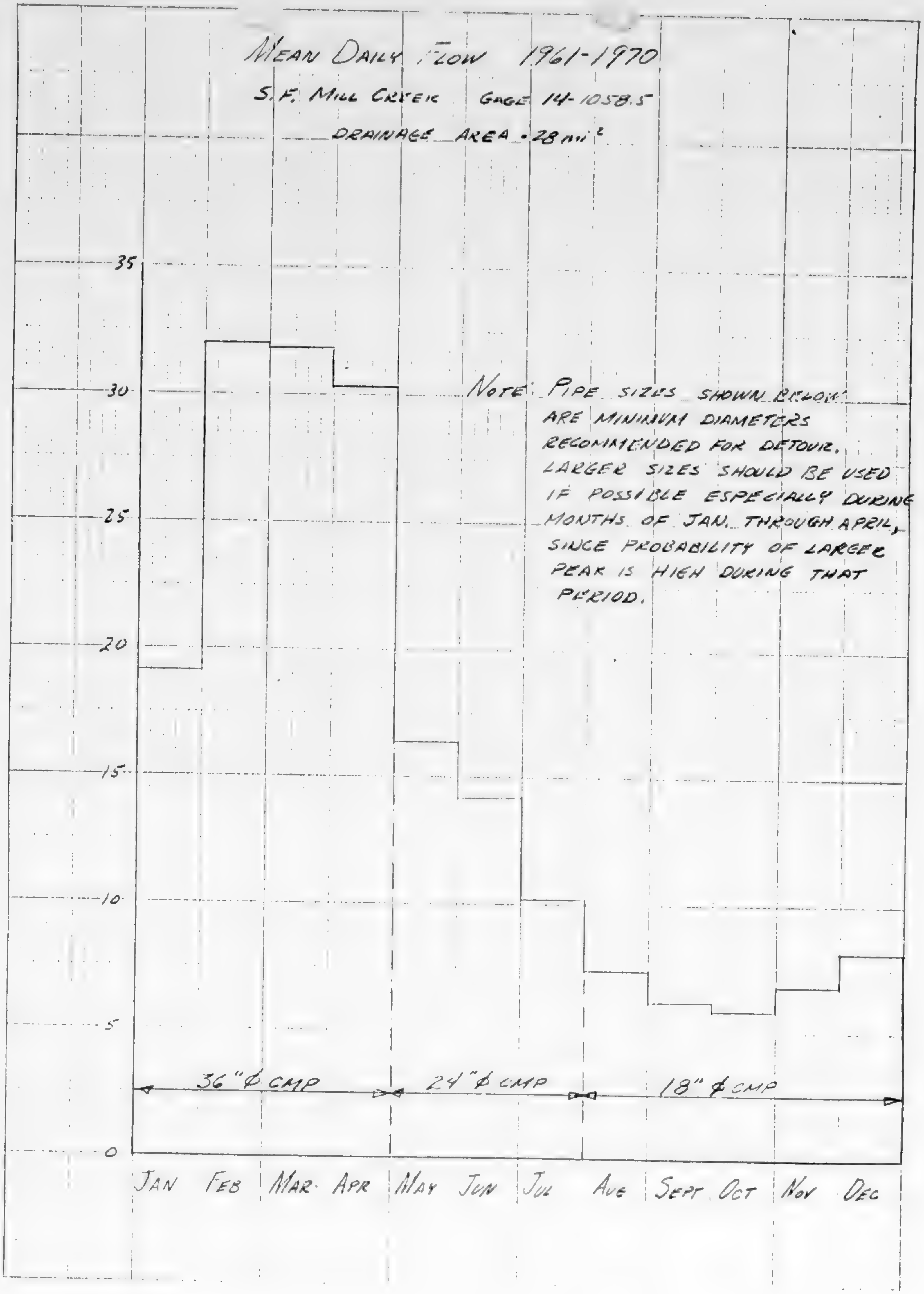
Attached is a flow chart of a stream which drains an adjacent basin which indicates that the desirable construction time would be the months of August through December.

2-12-75 - PS: After discussion with Walt Hart this A. M., it was decided to tentatively specify November 30, 1975 as a completion date anticipating favorable action on the time extension request.

CGS:fw

cc: E. S. Hunter Walt Hart
J. H. Versteeg Harold Reynoldson

ATTACHMENT



MEAN DAILY FLOW 1961-1970

S.F. MILL CREEK GAGE 14-1058.5

DRAINAGE AREA • 28 mi²

NOTE: PIPE SIZES SHOWN BELOW ARE MINIMUM DIAMETERS RECOMMENDED FOR DETOUR. LARGER SIZES SHOULD BE USED IF POSSIBLE ESPECIALLY DURING MONTHS OF JAN. THROUGH APRIL, SINCE PROBABILITY OF LARGER PEAK IS HIGH DURING THAT PERIOD.

10 X 10 TO THE INCH 46 0780

606
Wasco

Box 300
Salem OR 97308

February 11, 1975

1041DB.4/409.2

Mr. William H. Mayer
Regional Director
Federal Disaster Assistance Administration
Room M-16, Arcade Building
1319 Second Avenue
Seattle, Washington 98101

Attention: Mr. Gregory C. Bolt

Dear Mr. Mayer:

Subject: Wasco County, Upper Fivemile Road
Item No. 22-S

Hopkins ✓
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 13 1975
COUNTY
CITY
UNIT

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Enclosed is a damage survey report, Item 22-S, for Wasco County for the structures portion of the repair work. The grading portion of the repair work was forwarded to you on December 23, 1974.

This submission includes an estimate for the structures portion of the repair work only. The estimate is based on engineering field work performed by the State. The repairs will be made under a contract administered by the Oregon State Highway Division. With present scheduling, the contract can be awarded during March with the work to commence as conditions permit. It is hoped the work can be completed before the July 25, 1975 deadline; however, due to conditions regarding work in the stream imposed on the project by others the project may not be completed by the deadline and a further extension may be required.

An allowance of 4.5% has been made in the estimate for overruns of contract items and to provide for minor field changes which are dictated by the actual field conditions encountered during construction. In addition, an allowance of 10% has been made for construction engineering. These amounts have been furnished to us by the Oregon Highway Division and they are based on previous project experience.

We will furnish you with a set of the contract documents as they become available. The preliminary plans were viewed by Mr. Polt of your office during his field trip to The Dalles on February 5.

It is recommended the attached Damage Survey Report be approved.

Sincerely yours,

Original signed by
G. K. Hossner
Dist. Engineer
G. L. Green
Division Engineer

Attachment

cc:
OSHD (County-City) w/DSR
Wasco County "
Emerg Svcs Div "
Area Engr Carter "

Sheet 1 of ____ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE

3. STATE

4. COUNTY

5. INSPECTION DATE

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name)

d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) d. AGENCY OR OFFICE e. DATE

☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

4/3

ORECON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name FIVEMILE CREEK TR. [illegible] County Wasco Bridge No. 16195, 16196, 16202, 16203, 16204
Section and Station [illegible] Highway [illegible])
Estimate Made By ____ Date 1-15-75 Checked By SHG Date 1-23-75
Description 5 structures with slabs placed in stream bottom
Estimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297
(Strike out the ones which do not apply)
Calculation Book No. 1558 Loading ____

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				8%	1170
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.			100	10.00	1000
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3000-1½	Cu.Yd.			80	120.00	9600
Lumber (No.1 structural)	MBF			2	500.00	1000
Metal Reinforcement	Lbs.			5500	0.45	2475
Structural Steel	Lbs.					
General Excavation	Cu.Yd.			70	8.00	560
restressing Steel	Lbs.					
restr. Conc. ( )	Each					
	Lin.Ft.					
lope Paving (incl. preparation)	Sq.Yd.					
lope Paving Curb	Sq.Yd.					
rain Pipe	Lin.Ft.					
erm Paving	Sq.Yd.					
.C. End Panels	Sq.Yd.					
xpansion Jts.	Lin.Ft.					
lectric Conduit	Lin.Ft.					
embrane Waterproofing	Sq.Yd.					
emoval of old Bridge	All	—	—	—	—	
aintenance of Traffic	All	—	—	—	—	

Subtotal 15,805
Plus 20 Percent for Engineering & Contingencies 3,160
18,965

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION

43

ESTIMATE SHEET

Bridge Name FIVEMILE CR [illegible] County Wasco Bridge No. 16205
Section and Station Fivemile Creek Highway Fivemile Creek Rd (Co. Rd
Estimate Made By [illegible] Date 1-15-75 Checked By SHG Date 1-23-75
Description 10'-0" x 4'-0" x 26' Box Culvert
Estimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30297,7176
(Strike out the ones which do not apply)
Calculation Book No. 1558 Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				8%	650
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	60		60	10.00	600
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class [illegible]-1½	Cu.Yd.		42	42	120.00	5040
Metal Reinforcement	Lbs.		4400	4400	0.45	1980
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
Rail #	Lin.Ft.					
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old Bridge [illegible]	All	–	–	–	–	500
Maintenance of Traffic	All	–	–	–	–	
Subtotal						8770
Plus 20 Percent for Engineering & Contingencies						1730
TOTAL COST						$ 10.500

3/3

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Five Mile Cr. County Wasco Bridge No. 16193, 9995, 16206
Section and Station [illegible] 627+20, 723+60, 651+40 Highway Five Mile Cr. Rd.
Estimate Made By [illegible] Date 7-15-75 Checked By JGB Date 1-2[illegible]-75
Description 4 Structures

Estimate From No Plans Sketch [✓ Completed Plans] Drawing No. 30298 30299
(Strike out the ones which do not apply)
Calculation Book No. 1541 Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				5%	[illegible]
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	800	—	800	10.00	8000.00
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3300-1½	Cu.Yd.	374	—	374	120.00	44,[illegible]
General Excavation	Cu.Yd.	150	—	150	5.00	750.00
Metal Reinforcement	Lbs.	37,600	—	37,600	0.[illegible]	16,920.00
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (12"x4'-0" Std.) (22'-2" long)	Each	—	24	24	890.00	21,360.00
Rail # 2126	Lin.Ft.	—	250	250	35.00	8,750.00
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Gr. #1 Structural Timber	[illegible]	936	—	936	[illegible]	4[illegible]
Removal of old Bridge	All	—	—	—	—	
Maintenance of Traffic	All	—	—	—	—	

Subtotal 10[illegible]
Plus [illegible] Percent for Engineering & Contingencies 21,8[illegible]
TOTAL COST $131,0[illegible]

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Wasco County Project

County Road No. 183

Project Name
County Bridge No. 16

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 5th day of Feb, 1975.

Wasco County

Commissioner

Commissioner

Hopkins ✓
Harwell ✓
Holmes ✓
Prange
Unrein ✓

RECEIVED
FEB 7 - 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

7/31/73

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name FIVEMILE CREEK (Co. #16) County Wasco Bridge No. 11207
Section and Station [illegible] Highway Fivemile Creek Rd. (Co. Rd. [illegible])
Estimate Made By [illegible] Date 1-15-[illegible] Checked By [illegible] Date 1-23-15
Description 21'-6" Prestressed Slab (12") 24'-0" o-o
Estimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 30320, 30321
(Strike out the ones which do not apply)
Calculation Book No. 1558 Loading HS20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All				[illegible]	[illegible]
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.			160	16^{00}	[illegible]
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.					
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class [illegible]-1½	Cu.Yd.	[illegible]		[illegible]	[illegible]	[illegible]
General Excavation	Cu. Yd.			45	[illegible]	[illegible]
Metal Reinforcement	Lbs.			6300	[illegible]	[illegible]
Structural Steel	Lbs.					
Lumber ([illegible])	MBF			0.2	[illegible]	[illegible]
Prestressing Steel	Lbs.					
Prestr. Conc. (slabs 12"x4'-0"x22'-2")	Each			6	[illegible]	[illegible]
Rail # 2126 (Guard Rail)	Lin.Ft.			[illegible]		[illegible]
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old Bridge	All	—	—	—	—	
Maintenance of Traffic	All	—	—	—	—	

Subtotal
Plus ______ Percent for Engineering & Contingencies
TOTAL [illegible]

K

RECEIVED
JAN 22 1975

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 21, 1975

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Wasco County Court
Courthouse
The Dalles, Oregon 97058

Attention: Mr. Rex Kniesteadt
Road Superintendent

Re: County Bridge No. 16
Fivemile Creek Road No. 183
Wasco County

Gentlemen:

In the interest of clarity in this County project, it has now been determined that both the County and the State mutually understand and agree to the following.

1. This is a County project without State or Federal financial participation, except that State provides design at State expense.

2. Preliminary engineering is County expense, and will reimburse the Oregon State Highway Division when the project is completed.

3. It is the responsibility of the County to acquire any necessary additional right-of-way.

4. The State is to prepare plans, estimates and specifications, and will call for bids for construction of this bridge.

5. State shall refer bids to Wasco County and will prepare contract for County signature.

6. State will perform construction engineering and inspection at County expense and will bill Wasco County for actual total construction engineering costs after the project has been completed.

X

RECEIVED
JAN 24 1975
PROJECT MANAGEMENT SECTION

r.

Wasco County Court
January 21, 1975
Page 2

7. Assigned resident engineer will make monthly progress reports and submit a copy to county for their information.

8. State shall, in the first instance, pay all construction costs; and when the project is completed, the State will furnish the County an itemized statement of all costs of the project along with a billing for these costs.

9. Contractor will:
   a. Remove old bridge.
   b. Construct new structure.
   c. Sign and barricade work area.

10. County will:
   a. Construct approaches.
   b. Furnish and place riprap.
   c. Obtain necessary permits when required.
   d. Place signs at strategic locations notifying the traveling public that the bridge is closed.
   ~~e. Construct and maintain the detour.~~ No detour

If the above is also the understanding of Wasco County, would you please have the County Commissioners sign in the space provided below and return one copy to this office.

Very truly yours,

George N. Hopkins
George N. Hopkins
Porject Development Engineer

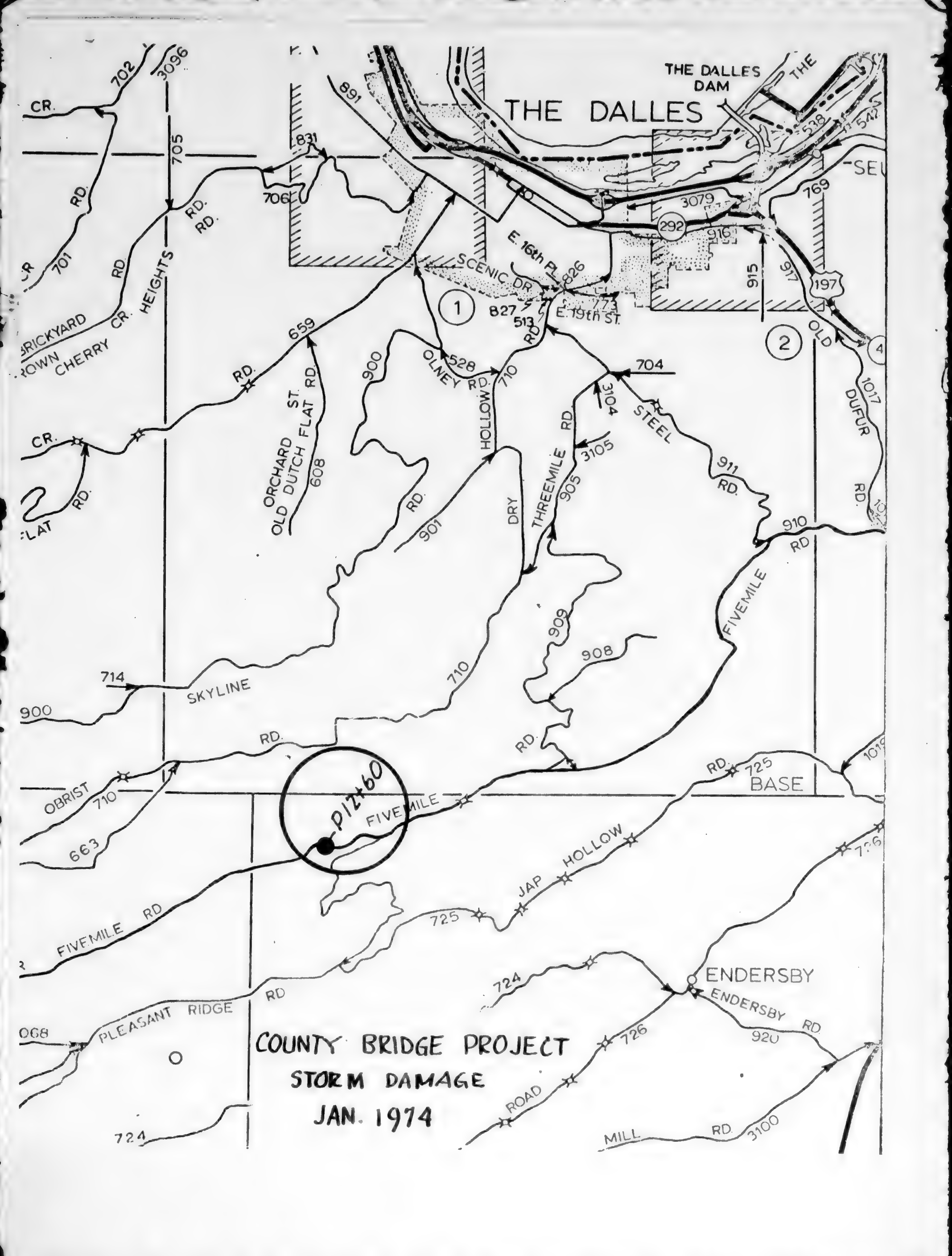
HR:scr

APPROVED Jan. 22 1975

COUNTY [illegible] COUNTY

BY

COUNTY [illegible]



COUNTY BRIDGE PROJECT
STORM DAMAGE
JAN. 1974

SALEM, OREGON
January 17, 1975

TO: Mr. Richard Hacek
Finance
BUILDING

Attention: Mr. Dettmar Jones

FROM: Robert H. Prange
Rural Engineer
County-City Unit

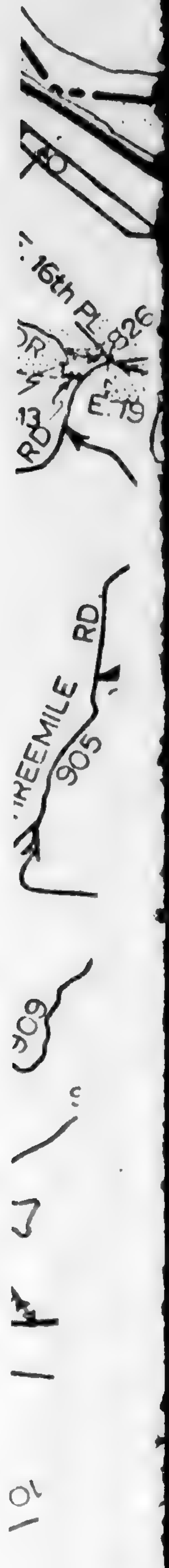
The reimbursement for contract costs for our PL 606 projects in Wasco County are to come from the County. The County will in turn be reimbursed for our billings from FDAA.

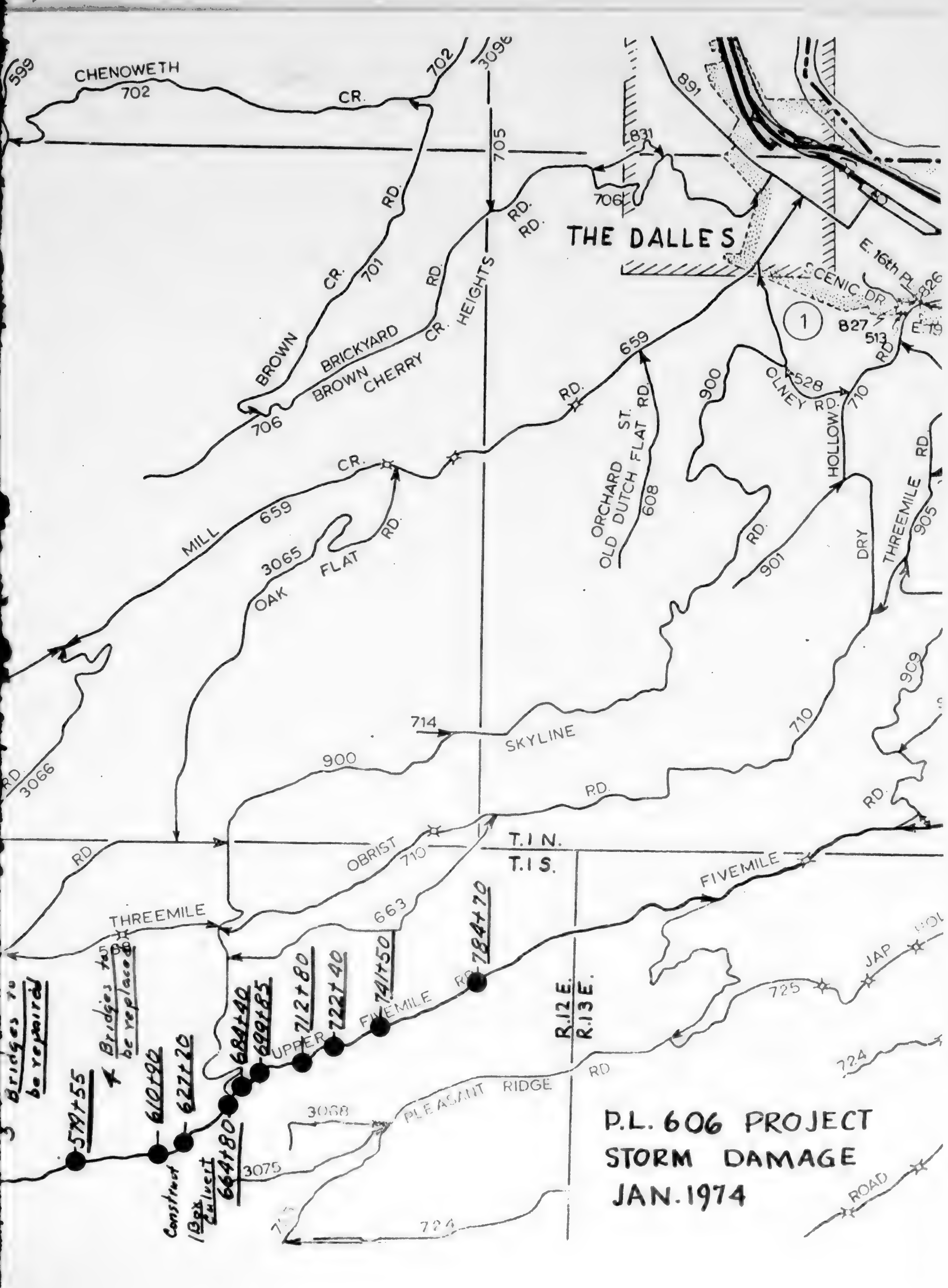
The projects involved are:

Project Name	Project No.
Jap Hollow Box Culvert	FDAA-413 DR-65 (Item 9)
Shadybrook Bridge	FDAA-413 DR-65 (Item 11)
Fivemile Creek Road	FDAA-413 DR-65 (Item 22)
Mill Creek Bridge	FDAA-413 DR-65 (Item 39)
Endersby Bridge	FDAA-413 DR-65 (Item 50)
Upper Fifteenmile Creek (Quarry) Bridge Wilbur West Road	FDAA-413 DR-65 (Item 51)

HR:scr

ENGR. ASST. ☑ OE ☐ AE ■ UE
UFE ☐ CE ☒ RE ☐ RPE ☑





P.L. 606 PROJECT
STORM DAMAGE
JAN. 1974

K

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 17, 1975

TO Oregon ~~xxxxxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Proposed PL 606 Project**
Wasco County

The attached tabulation describes a proposed PL 606 project in Wasco County. The County is requesting engineering assistance from the Highway Division on this project which is made up of ten structures on Fivemile Creek on County Road No. 183.

The funds required for these structures are estimated to be approximately $150,000 (all of which is to come from the Federal Disaster Assistance Administration). There will be no cost to the State.

This will be on the agenda for the January 22 meeting and I recommend your approval.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
L. W. Rulien
J. H. Versteeg
V. D. Wolfe
Don Harwell
Carl Williams
Gary Sund
Jack Graham

HR:scr srb

WASCO COUNTY
Proposed County Road Project
January 1974 Storm Damage

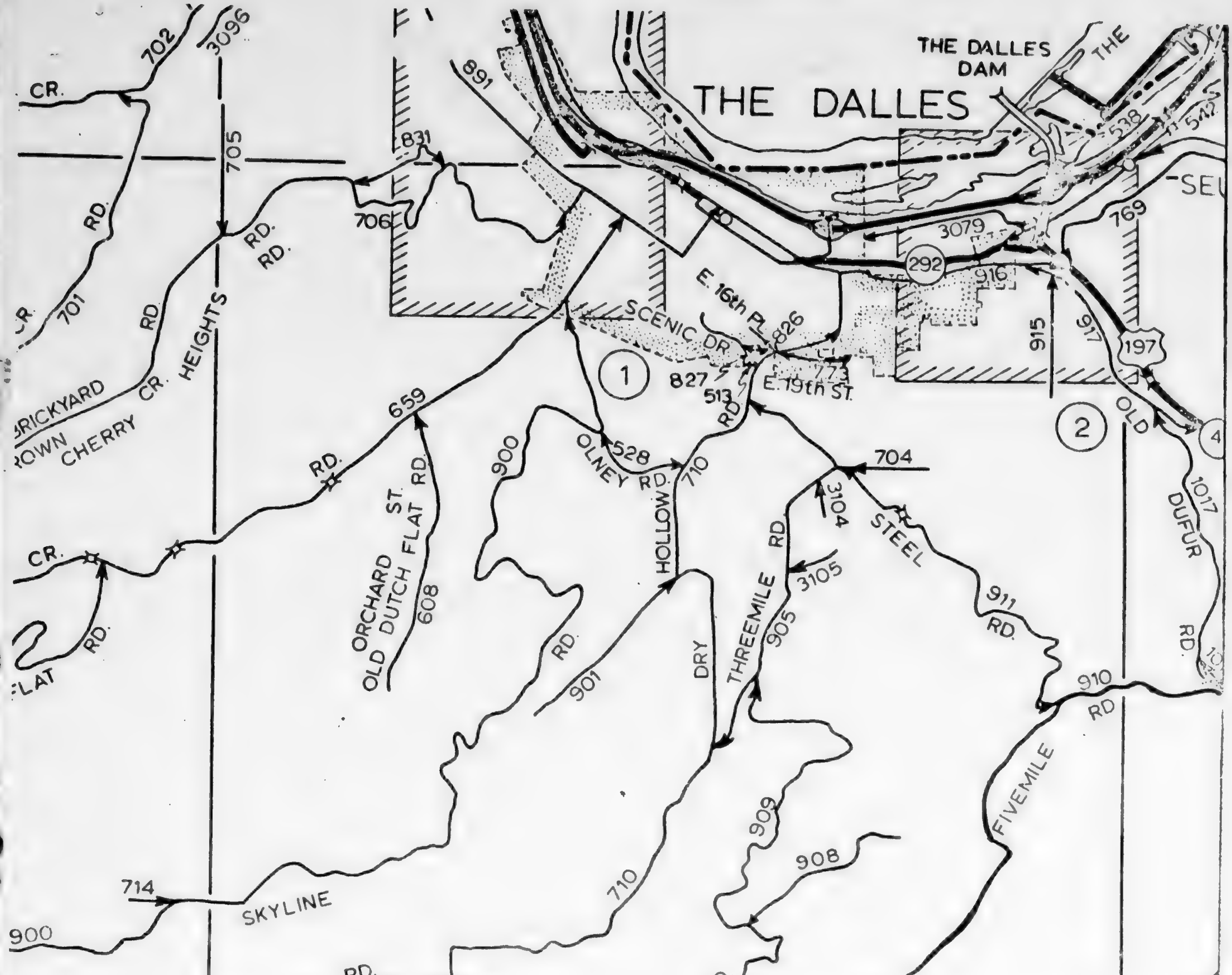
County Road No. 183: Fivemile Creek Road, Engineering Station P12+60 (County Bridge No. 16), $30,000

Construct a reinforced concrete slab deck bridge 21 ft. 6 in. long and a 22-foot roadway on concrete abutments. Also construct a concrete apron along the flow line under the bridge to prevent scouring.

State to do the preliminary engineering, make up the plans, award the contract and supervise the construction.

This project is to be financed with County funds, excluding bridge design which is to be done by State with no expense to County.

75-a^1
1/13/75
(See PL 606 Tab. 75-a)



COUNTY BRIDGE PROJECT
STORM DAMAGE
JAN. 1974

Rm. 203

January 17, 1975

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Dave Carter
Area Engineer

Re: O.E.P., January 1974 Storm Damage
Fivemile Creek (Fivemile Creek Road) Section
County Road No. 183
Wasco County
FDAA-413 DR-25 (Item 22)

Dear Mr. Green:

The damage sustained by this section of roadway during the January 1974 storms were extensive enough that the FDAA authorized $12,000 for a reconnaissance survey to consider the possibility of a better location for this section of roadway. This survey was completed September 6, 1974 at a cost of approximately $10,000.

After the changes in the alignment for the roadway were determined, the preliminary engineering field data was completed. This additional field work included making up the field map, cross-sections and vicinity maps for crossings of the creek, along with the other necessary field information for a total cost of approximately $24,000 for the preliminary engineering field data.

It is estimated an additional $6,000 is needed for the design, plans and specifications, and award of the contract. This will make a total of approximately $30,000 for preliminary engineering.

Of the $30,000, approximately $1,400 will be charged to Wasco County for engineering beyond the limits of this section.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE [illegible] ☐

To cover our preliminary engineering costs, we are requesting that you seek an additional $16,000 from FDAA. Of course, this is just an estimate, and our billing will only be for the amount we actually expend.

Very truly yours,

L. W. Rulien
Project Management Engineer

HR:scr

cc: Walt Hart
Victor D. Wolfe
Carl Williams

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE RPE ☐

606
Wasco

FORM 81-734-3030

RECEIVED
COUNTY & CITY SECTION
JAN 7 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 3, 1975

FILE:

FROM

SUBJECT: Upper Fivemile Creek Bridge #16
Fivemile Creek Road
Wasco County

Station P 12+59

TO: MEMO TO FILES

The subject bridge is located southwest of The Dalles on Fivemile Creek Road. The existing structure is an old log stringer bridge which has a 27-foot span. Replacement is necessary for structural reasons rather than because of flood damage.

HYDROLOGY

Fivemile Creek at the crossing drains an area of approximately 21.3 square miles. It is estimated that a basin this size could generate the following peak flows for the frequencies shown:

10-year	410 cfs
25-year	590 cfs
50-year	775 cfs

A 25-year frequency flood was chosen for design of the new structure because Fivemile Creek Road has a low level of importance and low traffic volume.

EXISTING STRUCTURES

Several small bridges span the creek upstream from the subject crossing; the longest of these is about 20 feet. Immediately upstream are two bridges having 16-foot and 15-foot spans. A current flood relief project for replacement of four upstream bridges is calling for 20-foot spans for each structure.

✓

FORM 81-734-3030

RECEIVED
COUNTY & CITY SECTION
JAN 7 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ BPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 3, 1975

~~606~~
Wasco
FILE: [illegible]

FROM

SUBJECT: Upper Fivemile Creek Bridge #16
Fivemile Creek Road
Wasco County

Station P 12+59

TO: MEMO TO FILES

The subject bridge is located southwest of The Dalles on Fivemile Creek Road. The existing structure is an old log stringer bridge which has a 27-foot span. Replacement is necessary for structural reasons rather than because of flood damage.

HYDROLOGY

Fivemile Creek at the crossing drains an area of approximately 21.3 square miles. It is estimated that a basin this size could generate the following peak flows for the frequencies shown:

10-year	410 cfs
25-year	590 cfs
50-year	775 cfs

A 25-year frequency flood was chosen for design of the new structure because Fivemile Creek Road has a low level of importance and low traffic volume.

EXISTING STRUCTURES

Several small bridges span the creek upstream from the subject crossing; the longest of these is about 20 feet. Immediately upstream are two bridges having 16-foot and 15-foot spans. A current flood relief project for replacement of four upstream bridges is calling for 20-foot spans for each structure.

CONCLUSIONS

It is suggested that a 20-foot opening with vertical sides be provided at this crossing. During a design flood a backwater of 0.25 feet would be produced. Average flow velocities would be about 10 fps. Class 700 riprap is recommended at the ends of each wingwall to protect the embankment material from erosion. This is particularly important at the upstream wingwalls.

The 20-foot span as recommended has beendiscussed with both Rex Kneisteadt, Wasco County Engineer, and Norman Oliva, OSHD Resident Engineer. They have concurred with this recommendation.

DETOUR

A construction detour has been proposed by the field. Norman Oliva indicated that it will be built by Wasco County and that a culvert will be required. Attached is a chart showing the average daily flows during the period of 1961 to 1971 for the South Fork of Mill Creek, an adjacent basin having a drainage area of 28 square miles compared to a drainage area of 21.3 square miles on Fivemile Creek at the bridge site. Also shown on the chart is the minimum size sulvert which should be used during the periods indicated. It should be noted that peak flows greater than those shown on the chart occur frequently and some damage to the detour should be expected, especially during the period of January through July.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Ass't Hydraulics Engineer

SHM:jp
Attach

cc Victor D. Wolfe
Walter J. Hart
Carl Williams
Harold Reynoldson
Norman Oliva

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1974)
Discharge – c.f.s.	590	N.A.	1320
Frequency - yrs.	25	100	100^{+}
H.W. Elevation Natural Channel	$93^{\underline{9}}$		$96^{\underline{0}}$
H.W. Elevation Channel Change			
Ave. Velocity - f.p.s.	$10^{\pm}$		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

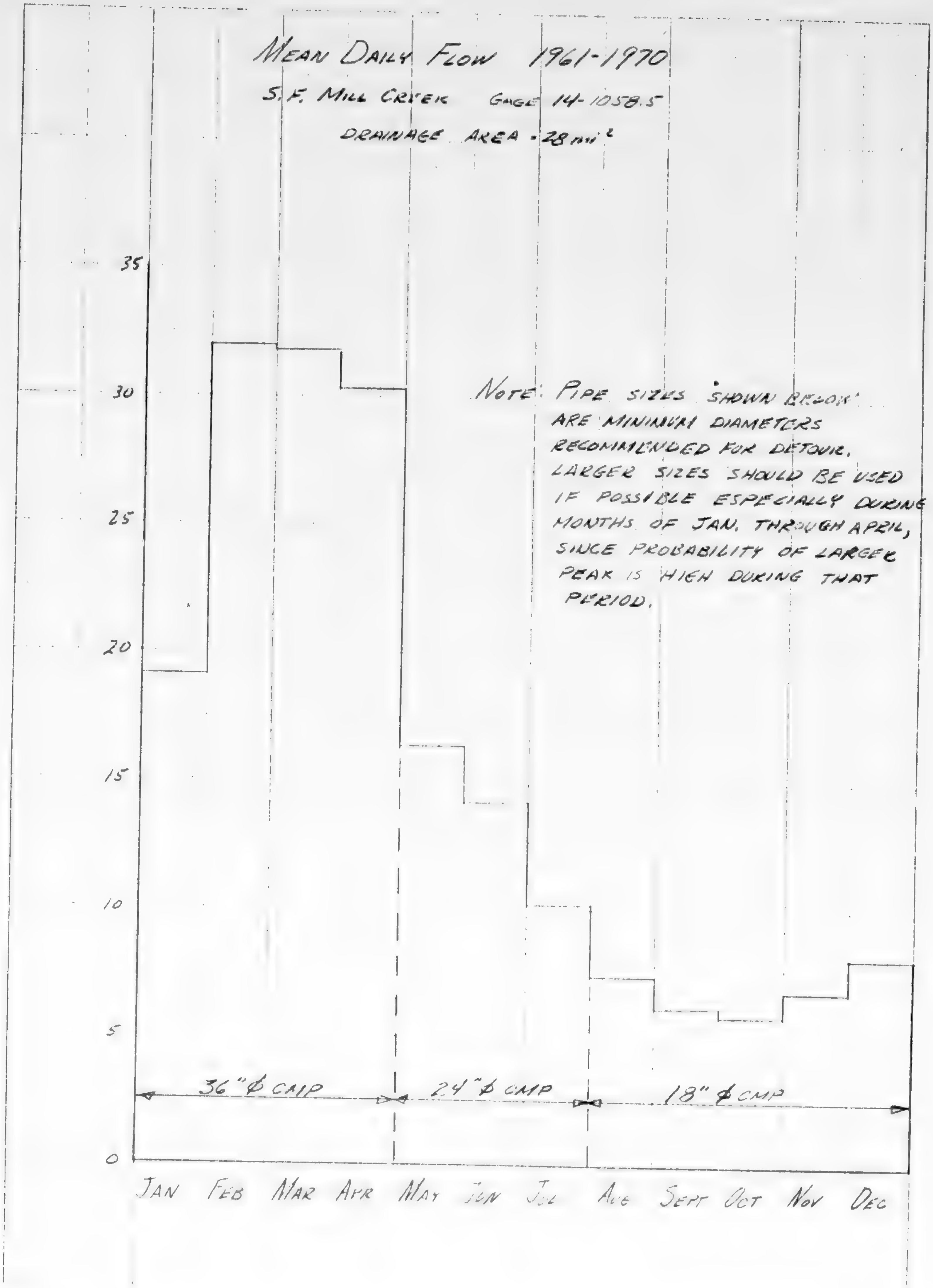
OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

Upper Fivemile Creek Br. #16

Wasco County

COMPILED BY

DATE



December 30, 1974

Mr. Rex Kniesteadt
Road Superintendent
Wasco County
Courthouse
The Dalles, Oregon 97058

Re: PL 606, January 1974 Storm Damage
Fivemile Creek Road, No. 183
Wasco County

Dear Mr. Kniesteadt:

This letter is to confirm our understanding on the following points concerning this section.

(1) The bridges to be replaced are to be 24-foot out-to-out, with a 22-foot clear roadway.

(2) The grade in the area of Engineer's Station 663+44 is to be raised to provide for a structure at this location.

(3) The culverts in the area of Engineer's Station 683+84 are to be replaced by a structure.

If any of this is incorrect, please contact us.

Very truly yours,

H. S. COX
County-City Engineer

By

Harold Reynoldson
Rural Program Engineer
County-City Unit

HR:scr

cc: Walt Hart
Carl Williams, Region 4

Box 300
Salem OR 97308

RECEIVED
COUNTY & CITY SECTION
DEC 26 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ DC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

December 23, 1974
1041DR.4/400.2

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention: Mr. R. C. Willman, Disaster Coordinator

Dear Mr. Mayer:

Subject: Federal/State Agreement, FDAA-413-DR-OR
Wasco County - Upper Fivemile Road, Item 22
Presidential Declaration, 1-25-74
Federal Highway Administration

Enclosed is a damage survey report, Item 22, for Wasco County, for the grading portion of the repair work. This item was contained in the original submission and was a part of the County's approved application. However, due to the size of the repair project and possible alignment revisions to eliminate destroyed structures, the initial approval provided $12,000 for engineering reconnaissance work.

This submission includes an estimate for the grading portion of the repair work only based on the engineering field work performed by the State. The structure repair estimate will be submitted as it becomes available and will be accomplished through a regular State Highway Division contract. The estimate for repairs has been segregated in this manner to facilitate the completion of the work. The County will do the grading portion of the work and they are ready to begin work, weather permitting. They would like to complete the grading repair work by early summer so as their maintenance forces could be available for regular summer maintenance work.

The County proposes to bring the undamaged portions not now up to current County standards up to current County standards in conjunction with repairing the damaged areas. Repair of the damaged areas to current County standards appears eligible as provided for in Section V F2c(2) of the Disaster Manual. A method to prorate costs for the grading repairs to the damaged and undamaged areas has been proposed by the County and involves a portion of the embankment measure in the damaged and undamaged areas (see attached letter). It is recommended their proposal be adopted as it appears to be equitable to both the government and the County.

It is recommended the attached DSR be approved.

Sincerely yours,

Original Signed By
VERNON V. CUSACK
Engineering Coordinator

G. L. Green
Division Engineer

Attachments
DSR, Item 22, Upper Fivemile Road
Bid Schedule
Tabulation Sheet
12-17-74 memo, Meritt to Williams
12-19-74 ltr, Kniesteadt to Carter

cc:
OSHD (County-City) w/enclosures
Region (10CM.3) "
Area Engr Carter "
Emergency Svcs Division "
Wasco County (Kniesteadt) "

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SUPERVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)

2. DISASTER DECLARATION DATE

3. STATE

4. COUNTY

5. INSPECTION DATE

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H ☐ I-2

c. ITEM NO.

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY:

☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT____________________

15. RECOMMENDATION

☐ a. ELIGIBLE	☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

This submission includes an estimate for the grading portion of the work only. The structure repair estimate will be submitted at a later date. The estimate for repairs on this road have been segregated and will be submitted in this manner to expedite the work. The County contemplates beginning road repairs immediately and will pursue the repair work as weather permits. The structure repairs require some design work. This work is being done by the Oregon State Highway Division. The structure repairs will be accomplished by contract. It is anticipated the contract will be ready for bid by late winter or early spring.

This road contains both damaged areas and undamaged areas. The County has indicated their desire (at their expense) to bring the undamaged areas up to current County standards in conjunction with the disaster repair work, as provided for in the FDAA Manual, Section V, F2c(2) (see attached County letter). The damaged areas will also be rebuilt to current County standards. This will require approximately 2-4 feet of widening and would result in a 26-foot subgrade from the lower end of the project to the junction with the Dutch Flat Road and a 22-foot subgrade from the junction to the upper end of the project. The road is not presently surfaced and so no gravel surfacing has been included in the estimate. However, the proposed subgrade widths will provide for an ultimate gravel surface. The added 2-4 feet of width required to meet current County standards does not add an additional lane to the road as the road will remain a two-lane low-volume facility. In addition, the County desires to replace at their expense a structure located on this road which was not damaged by the high water but is in need of replacement. For convenience this work will be included in the contract with the other bridge repair work.

A method to prorate costs for the grading repairs to the damaged and undamaged areas has been proposed by the County (see attached letter). This method proportions the estimated embankment measure in the damaged and undamaged areas and uses the resulting ratio to prorate repair costs. This method would reduce field engineering and office accounting costs due to the simplified records which would be required. The actual ratio to be used which is based on the engineers estimate of the embankment required (see attachment).would be:

FDAA	COUNTY
$\frac{26,178 \text{ CY}}{30,519 \text{ CY}} = 0.858$	$\frac{4,341}{30,519} = 0.142$

It is recommended this procedure be adopted to determine the prorate share for the grading costs on the damaged and undamaged areas.

The attached estimate is based on cost data obtained through the OSHD cost analysis section. The unit costs shown are based on estimated contracted equipment rental rates. However, the current rate for public-owned equipment or otherwise approved rates will prevail for work done by the County. These rates have not been used in the preparation of the estimate as the County may be required to use contracted equipment if the weather should be unsuitable for work during the late spring and early summer as this would extend the repair work into the summer when the County maintenance forces would be required for their usual summer work program. If the County can complete the repairs, the cost will be considerably less due to the lower rental rates which would be in effect.

Item No. 4 of the estimate contains an item for culvert pipe. This item is included to provide detours at the structure repair location. The detours will be provided when actual conditions warrant and a salvage credit for culvert will be credited to the project when appropriate.

An allowance of 4.5% has been made in the estimate for overruns in contract quantities and minor changes in the work. This amount provides for adjustment to contract quantities to reflect the actual field conditions encountered during construction. In addition, an allowance of 10% has been made for construction engineering.

This project will require additional right of way and some fence reconstruction. The County will assume these responsibilities and associated costs.

FIVEMILE CREEK ROAD

BID SCHEDUAL

WASCO COUNTY ROAD NO. 133

Wasco County Prefix No. 533-8106

ITEM No.	ITEM	QUANTITY	UNIT PRICE	AMOUNT
1	Mobilization	All Specified	Lump Sum	$3,000.00
2	Clearing and Grubbing	15 Acres	Lump Sum	$15,000.00
3	Sprinkling	215 M. Gallons	$4.00	$860.00
4	Pipe - 36" CMP (Furnish only)	200 Lin. Ft.	$10.80	$2,160.00
	EMBANKMENT * (Equipment Rental) Operated			
5	Blade Grader Min. Wt. 27,000 Lbs	400 Hours	$25.00	$10,000.00
6	Front End Loader 4 Wheel Min. - 2½ Cu. Yd.	344 Hours	$30.00	$10,320.00
7	Tractor W/Dozer Blade Min. 225 Engine H.P.	350 Hours	$45.00	$15,750.00
8	Tractor W/Dozer & Ripper Min. 225 Engine H.P.	50 Hours	$48.00	$ 2,400.00
9	Trucks, End Dump (3) 8 to 12 Cu. Yd.	336 Hours Each	$25.00	$25,200.00
10	Roller, Self Propelled Segmented 9 - 14 Ton	310 Hours	$30.00	$ 9,300.00
11	Backhoe 3/8 Cu. Yd. W/ front end loader	80 Hours	$25.00	$ 2,000.00
	DRILLING, BLASTING & COMPACTING			
12	Air Compressor (Non-operated) Min. 125 Cu. Ft.	165 Hours	$10.00	$ 1,650.00
13	Jackhammer (Non-operated) 50 - 60 Lbs.	40 Hours	$ 5.00	$ 200.00
14	Tamper, Impact (Non-operated)	125 Hours	$ 5.00	$ 625.00
15	Explosives	300 Lbs	$ 1.00	$ 300.00
16	Labor (Incl. 167 Hrs. Class 3) (200 Hrs. Class 1)	367 Hours	$12.50	$ 4,587.50
			BID ITEM TOTAL	$103,352.50
	+14.5% Engineering & Contingencies			15,711.11
				$124,063.61

( )

Form X-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF ..... SHEETS

Section 3 . [illegible] Fork
[illegible] Areas
[illegible] Areas

			FLOOD DAMAGE			[illegible] Dama	
Sts.	To Sta.		Exc	Emb		Exc.	Emb.
744+00	777+50	Channel Change Borrow	5715 (412 82 1567 743)	7796			
731+50	744+00					253	411
717+50	731+50	Channel Change	426 377	3493			
713+00	717+50					13	152
702+50	713+00	Channel Change	18 1354	1656			
696+00	702+50					92	1012
664+00	696+00	Borrow	3765 (238 441 1013)	3852			
648+00	664+00					325	735
636+00	648+00	Borrow	756 649	1140			
628+00	636+00					234	943
623+00	628+00		48	905			
616+00	[illegible]+00					757	310

(11)

SP*53588-734

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

SUMMARY BREAKDOWN FOR
FLOOD DAMAGED AREAS &
NO FLOOD DAMAGE AREAS

Fivemile Creek Road
Wasco County Road No. 133

Sta. to Sta.			FLOOD DAMAGE			NO FLOOD DAMAGE		
			Exc.	Emb		Exc	Emb	
597+50	616+00		1039	5112				
580+00	597+50					—	441	
559+00	580+00	Borrow	3227 2035	1520				
551+00	559+00					593	335	
545+00	551+00	Borrow	167 185	704				
TOTAL ROADWAY QUANTITIES			16,161	26,178		2270	4341	
TOTAL CHANNEL CHANGE QUANTITIES			2,225	—		—	—	
TOTAL BORROW QUATITIES			6,871	—				
TOTAL QUATITIES			25,257	26,178		2270	4341	
			51,435			6611 (11.4%)		

TOTAL EXCAVATION 27,527 Cu. Yds.

TOTAL EMBANKMENT 30,519 Cu. Yds.

{ Additional Borrow will be required

SP*5325**-134

FORM K-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon

DATE December 17, 1974

TO Carl N. Williams
Regional Engineer
Bend, Oregon

ATTN.: R. A. Sandmann
Regional Construction Engineer

FROM W. Reid Meritt
W. Reid Meritt
Resident Engineer

SUBJECT Fivemile Creek Road Section
Wasco County Road No. 183
Prefix No. 533-8106

Mr. Rex Kniesteadt, Wasco County Engineer, advised me on this date that Wasco County has chosen to do the grading work on the above subject project which is necessitated by damages to existing road by 1974 high water. This project is included in Federal Highway Disaster Program, P.L. 606. Mr. Kniesteadt advised that if it should develope that this grading work can not be done with Wasco County forces he would rent outside equipment, which he understands to be permissible under P.L. 606.

Mr. Kniesteadt also confirmed that Wasco County still wants us to let a contract for construction of new bridges and reinforced concrete slabs under existing bridges where runoff scoured under footings as previously submitted. He requested that this proposed contract include structures to be financed by Wasco County with hope that combination would result in lower costs, but that it be set up so that Wasco County could reject bids for structures which they are to finance and then build these structures themselves if they felt bids were too high.

In view of the above, it is suggested that roadway location data for project be returned to this office and authorization be established for engineering costs by this office on proposed construction.

cc: Victor D. Wolfe, Loc. Engr.
H. S. Cox, County-City Engr.
David B. Carter, FHWA
Norman Oliva, Res. Engr.

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

December 19, 1974

Mr. Dave Carter, Area Engineer
U. S. Department of Transportation
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Upper Five Mile Road

Dear Mr. Carter:

Wasco County wishes to upgrade those sections of undamaged roadway within the limits of this proposed project to the extent they will meet current Wasco County minimum standards for a roadway of this type.

In reviewing the preliminary engineering data on this project it appears that the eligible and noneligible cost could be based on any of the following bases:

		Cu.Yd.	Percent
1.	Excavation and embankment in flood damaged areas	51,435	88.6
	Excavation and embankment in non-flood damaged areas	6,611	11.4
	Total	58,046	100
2.	Excavation in flood damaged areas	25,257	91.8
	Excavation in non-flood damaged areas	2,270	8.2
	Total	27,527	100
3.	Embankment in flood damaged areas	26,178	85.8
	Embankment in non-flood damaged areas	4,341	14.2
	Total	30,519	100

To expedite this project so that construction can begin at the earliest possible date, Wasco County would agree to accept a ratio of 14.2% County funds, and 85.8% Federal funds. This appears to be the most economical solution for FDAA.

Wasco County would appreciate any assistance you might be able to give in expediting project approval for this road.

Sincerely yours,

REX KNIESTEADT
Roadmaster

RKlpp

616
Wasco Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
December 20, 1974
Salem, OR 97310

FILE:

SUBJECT: Five Mile Creek Road
Flood Repair
Wasco County

TO: File

The subject project is located on upper Five Mile Creek Road southwesterly of The Dalles. Highwater in January 1974 washed out five bridges and caused minor damage to eight other structures. The eight damaged structures will be repaired by construction of concrete slabs on the channel bottom to prevent undermining of the bridge abutments during future floods. The other five bridges will be replaced.

HYDROLOGY

Five Mile Creek is a southwesterly tributary of Eightmile Creek. The flood of January 16, 1974 was one of the major floods in recent years (the December 1964 flood may have been larger). During both these events, flooding resulted from rapid snow melt on frozen ground augmented by rainfall. The table given below shows the station of each damaged structure and the pertinent hydrologic data.

"P" Line Station	Drainage Area, mi^2	1974 Peak Flow, cfs	25-Year Design Flow, cfa	
577+09	13.8	990	480	(Repair)
583+43	14.0	1040	482	(Repair)
608+58	14.3	1050	484	(Bridge Replacement)
625+00	14.5	1050	485	(Bridge Replacement)
663+44	5.9	610	310	(Bridge Replacement)
668+47	16.8	1180	520	(Repair)
683+84	17.4	1190	535	(Bridge Replacement)
698+91	17.8	1200	540	(Repair)
711+81	17.9	1200	540	(Repair)
720+80	18.0	1210	545	(Bridge Replacement)
740+91	18.2	1210	545	(Repair)
784+61	19.7	1290	570	(Repair)

The attached map shows the location of these structures. An "X" indicates structural damage, an "O" indicates washed out bridge.

RECEIVED
COUNTY & CITY SECTION
[illegible]
ENGR ☐ COOR ☐ [illegible] ☐ [illegible]
[illegible] ☐ CE ☐ RE ☒ [illegible]

Five Mile Creek in the study area maintains a fairly rough flowline. Channel bed material consists of boulders up to 12 inches in diameter which armor the stream. Beneath this armoring layer are smaller boulders intermixed in a silty-sand material. Primary cause of scour beneath the bridges was high flow velocities which removed the armoring layer and exposed the finer sublayer. Scour during the 1974 flood was limited to depths of about two feet.

RECOMMENDATIONS

Inspection of the 25-year design discharges will show that through the length of this project there is not a significant increase in flow. Channel slopes and roughness at each crossing are nearly the same. For these reasons it is recommended that all the replacement structures, except the one at Station 663+44, provide a minimum 20-foot bottom with vertical abutments. It is suggested that the abutments be aligned parallel to the channel where possible; however, construction of the abutments normal to centerline will not seriously effect channel hydraulics. In this case, greater scour depths at the abutment along the outside of the turn could be experienced.

Class 700 rip rap or large stones should be placed around the wingwalls to prevent erosion behind them. This is particularly important for the upstream wingwalls.

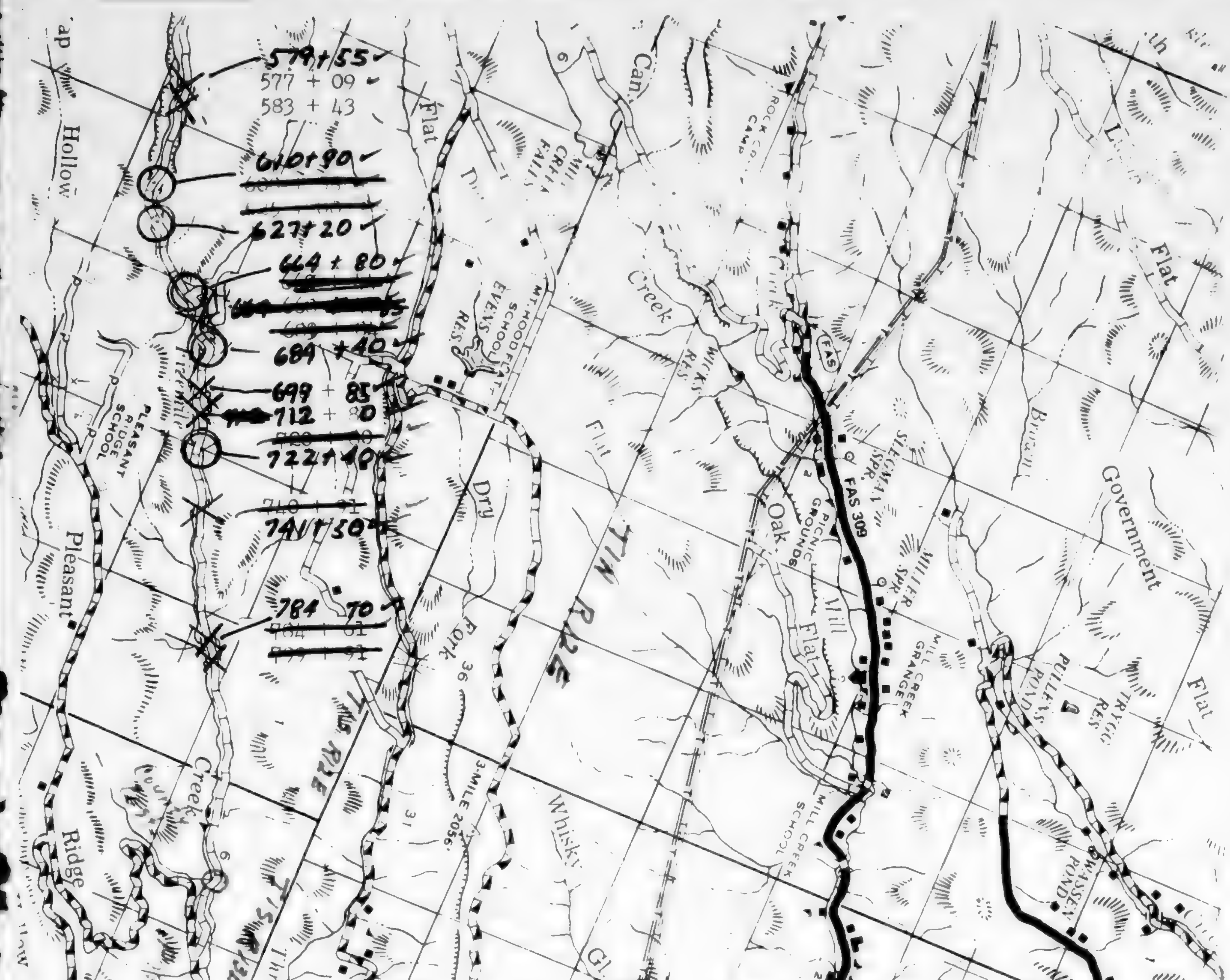
At Station 663+44 it is recommended that a 10'x 4' RCBC be constructed. This size structure will require that either the channel be lowered through the crossing or the road gradeline raised. It is suggested that the channel be deepened to reduce out of bank flooding which is a current problem.

Where channel changes are required the new channel bottom should be lined with native rock materials from the existing channel. This will provide a more natural channel and will enhance the aquatic environment.

Richard L. Lenz
Hydraulics Engineer

By Steph H Macnab
Stephen H. Macnab
Asst. Hydraulics Engineer

SHM:jk
cc: Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Harold Reynoldson
Carl Williams


579 + 55
577 + 09
583 + 43
610 + 90
627 + 20
664 + 80
689 + 40
699 + 85
712 + 80
722 + 40
~~710 + 91~~
741 + 50
784 + 70
~~784 + 61~~
Hollow
Pleasant
Ridge
Jap
Hollow
BASE
PLEASANT RIDGE SCHOOL
Creek
Threemile
Flat
Dry
Fork
3-MILE 2056
MT. HOOD FLAT SCHOOL
EVENS RES
T1N R12E
T1N R13E
Can.
CRATE FALLS
ROCK CR. CAMP
Creek
Oak
Flat
Mill
Creek
SLEGMAN SPR.
PICNIC GROUNDS
FAS 309
MILLER SPR.
MILL CREEK GRANGE
MILL CREEK SCHOOL
Whisky
Dry
Hollow
ANDERSON SPR.
Ryan Corner
FAS 309
Government
Flat
PULLEY POND
TRYGG RES
SWASEY POND
KODL
KRMW
THE DALLE
FAS 365
FAS
FAP
North Dalles
Dallesport
Creek
McDONALD

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge-c.f.s.	480	990
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	NA	NA
H.W. Elevation Channel Change		
Velocity - f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 577+04

COMPILED BY

[illegible]

DATE

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	482	1040
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	N.A.	NA
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 583+43

COMPILED BY
[illegible]

DATE
[illegible]

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge – c.f.s.	484	1,050
Frequency – yrs	25	100^{+}
H.W. Elevation Natural Channel	$1783^{\underline{7}}$	$1785^{\underline{3}}$
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SEC.

STA 608+58

COMPILED BY

DATE

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	485	1,050
Frequency–yrs	25	100^{+}
H.W. Elevation Natural Channel	$1739^{\underline{5}}$	$1741^{\underline{0}}$
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK

STA 625+00

COMPILED BY	DATE
[illegible]	[illegible]

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	310	610
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	1642^{0} *	
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

* HEADWATER ELEVATION FOR BOX CULVERT

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 663+44

COMPILED BY [illegible]

DATE [illegible] 14

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1974)
Discharge-c.f.s.	520	1180
Frequency-yrs	25	100
H.W. Elevation Natural Channel	N.A.	N.A.
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE [illegible] SECTION

STA 668 + 47

COMPILED BY	DATE
[illegible]	[illegible]

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1974)
Discharge – c.f.s.	535	1190
Frequency – yrs	25	100^{+}
H.W. Elevation Natural Channel	1583$^{\pm}$	1584$^{\underline{0}}$
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK BR [illegible]

STA 683+84

COMPILED BY [illegible]

DATE [illegible]

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge – c.f.s.	540	1200
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	NA	NA
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SEC
STA 698+91

COMPILED BY	DATE

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge-c.f.s.	540	1200
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	NA	NA
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 711+81

COMPILED BY

DATE

HYDRAULIC DATA

	Design Flood	Max.Flood yr (1974)
Discharge-c.f.s.	545	1210
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	1482^{1}	1483^{3}
H.W. Elevation Channel Change		
Velocity - f.p.s.		

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA "Z" 720+80

COMPILED BY	DATE
[illegible]	[illegible]-23-74

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	545	1210
Frequency-yrs	25	100+
H.W. Elevation Natural Channel	N/A	N/A
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 740+91

COMPILED BY [illegible]

DATE [illegible]

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge – c.f.s.	570	1290
Frequency – yrs	25	100+
H.W. Elevation Natural Channel	NA	NA
H.W. Elevation Channel Change		
Velocity – f.p.s.		

NOTE FOR CANAL :

"Design Flood" = Design Flow

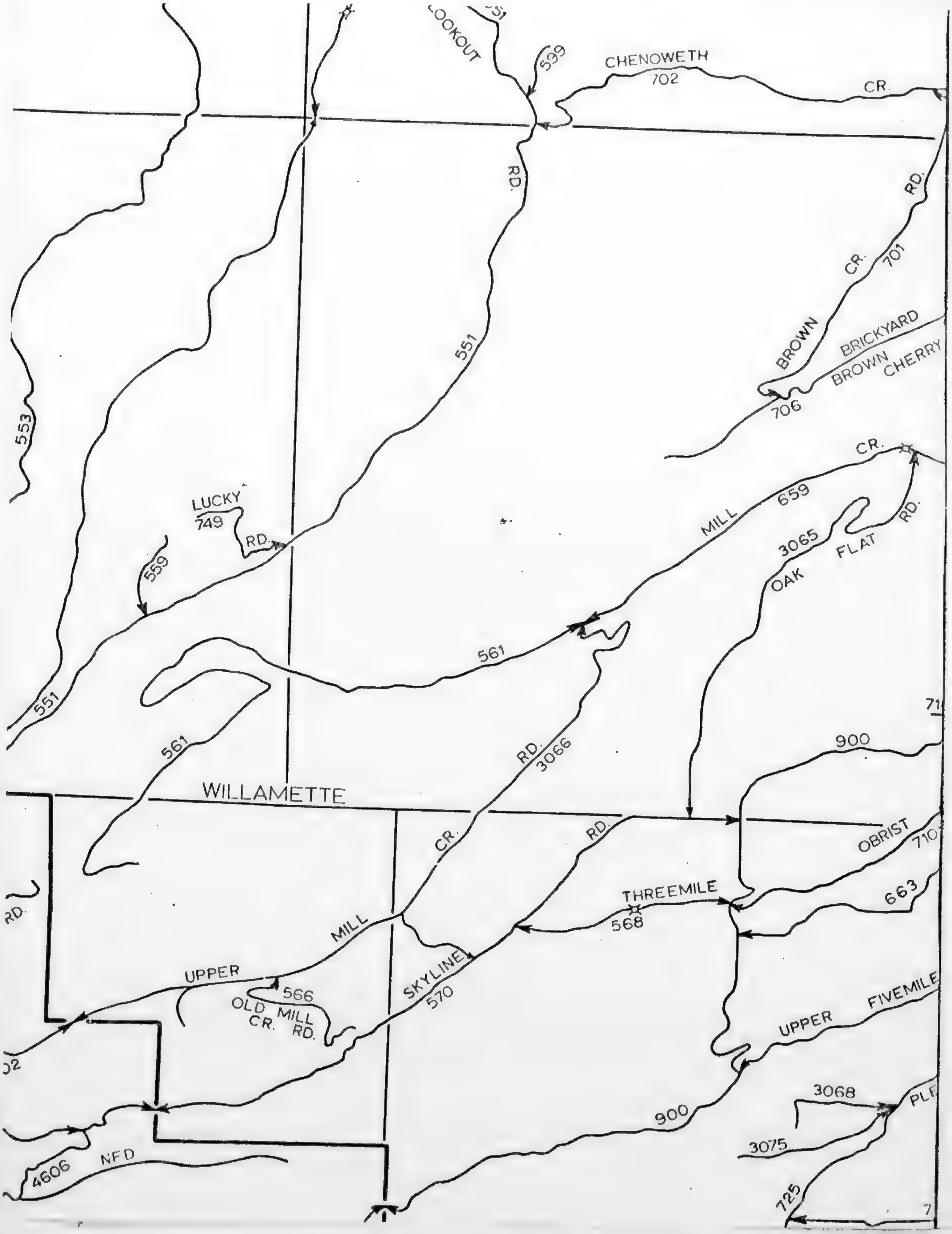
"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FIVEMILE CREEK SECTION

STA 784+61

COMPILED BY	DATE


CHENOWETH
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CR.
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BRICKYARD
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MILL
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Wasco Co

FORM & 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Or

DATE December 17, 1974

TO Carl M. Williams
Regional Engineer
Bend, Oregon

ATTN.: R. A. Sandmann
Regional Construction Engineer

FROM W. Reid Meritt
W. Reid Meritt
Resident Engineer

SUBJECT Fivemile Creek Road Section
Wasco County Road No. 183
Prefix No. 533-8106

Mr. Rex Kniesteadt, Wasco County Engineer, advised me on this date that Wasco County has chosen to do the grading work on the above subject project which is necessitated by damages to existing road by 1974 high water. This project is included in Federal Highway Disaster Program, P.L. 606. Mr. Kniesteadt advised that if it should develop that this grading work can not be done with Wasco County forces he would rent outside equipment, which he understands to be permissible under P.L. 606.

Mr. Kniesteadt also confirmed that Wasco County still wants us to let a contract for construction of new bridges and reinforced concrete slabs under existing bridges where runoff scoured under footings as previously submitted. He requested that this proposed contract include structures to be financed by Wasco County with hope that combination would result in lower costs, but that it be set up so that Wasco County could reject bids for structures which they are to finance and then build these structures themselves if they felt bids were too high.

In view of the above, it is suggested that roadway location data for project be returned to this office and authorization be established for engineering costs by this office on proposed construction.

cc: Victor P. [illegible], Loc. Engr.
M. S. Cox, County-City Engr.
David P. [illegible], FHWA
Norman Oliver, Res. Engr.

RECEIVED
COUNTY & CITY SECTION

[illegible]

[illegible]

[illegible] road in place [illegible]

[illegible]

As mentioned above, [illegible] pipe [illegible] insufficient [illegible] centerline [illegible] and outlet [illegible] the main creek channel. [illegible] overflow channel [illegible] The remaining existing structures [illegible] reconstructed after the [illegible] flood, are [illegible] wingwalls [illegible] The new structure have [illegible] closed [illegible] precast prestressed concrete [illegible] recommended [illegible] maximum waterway.

Roadway width on structure should be [illegible].

ROADWAY AND [illegible]

It is anticipated that work [illegible] equipment rental [illegible] protection, embankment work [illegible] on structure be done with equipment to be used [illegible] slope [illegible] rental basis.

Roadway will have a subgrade width of 2[illegible] [illegible] equipment construction only--no surfacing. [illegible] include subgrade

RIGHT OF WAY

Wasco County will acquire any additional [illegible] of way required.

UTILITIES

No utilities will be involved in this project.

HYDRAULICS

Mr. MacNab of the Hydraulics Section has been over this project.

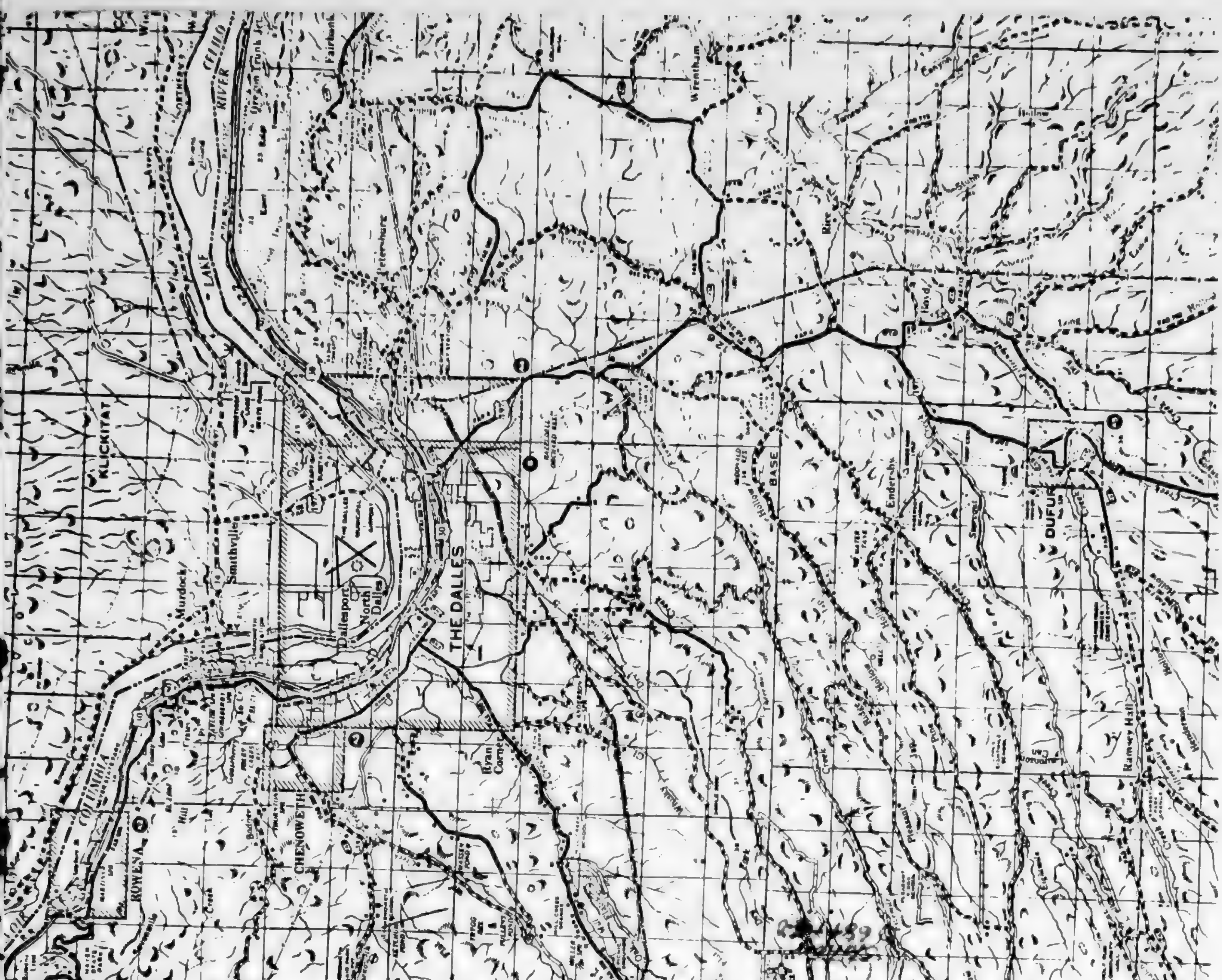
Fivemile Creek Road
Wasco County Road No. 183
Structure--Sta. 67+40
Prefix No. 533-8106

MISCELLANEOUS

This is one of six structures which will be reconstructed on this project. Of these six, four will be included in Federal Disaster Administration program, P.L. 606. Wasco County wants to include a new structure of the northeasterly end of this project in this contract--to be financed by Wasco County. Since there was no existing structure at this site, the amount of Federal participation in this structure is questionable and still unsettled.

There will also be approximately five miles of grading and a number of existing structures will require construction of a concrete slab in the channel similar to that used on Ramsey Creek Bridge No. 16162, under Contract No. 8057, for correction of and protection against future scour under footings.

W. Reid Meritt
Resident Engineer



CELILO
LAKE
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Fairbanks
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Petersburg
Boyd
KLICKITAT
Murdock
Smithville
Dallesport
North Dalles
THE DALLES
COLUMBIA
ROWENA
CHENOWETH
Ryan Corner
BASE
Endersby
DUFUR
Ramsey Hall
MOSIER
WILLAMETTE
MT HOOD
COUNTY
HOOD RIVER
COUNTY

LOCATION ENGINEERS REPORT

Fivemile Creek County Road No. 183
Wasco County
Prefix No. 533-8106

This project involves the construction of a new structure on the North Fork of Fivemile Creek on Wasco County Fivemile Creek Road No. 183 southwesterly of The Dalles, Oregon.

Wasco Countys Bridge No. 56-A at this site was destroyed by January 1974 high water. Existing structure was wood construction.

New structure is located in vicinity of Station 664+85 on the relocated alignment.

DETOUR

Existing road is closed to traffic and detour will not be necessary.

STRUCTURE

The remaining existing structures on this road, most of which were reconstructed after the 1964 flood, are single span with concrete abutments and wingwalls on footings with wood stringers and decking.

New drainage structure at this location should be as recommended by Hydraulics Section based on need and on construction cost--probably a reinforced concrete box culvert.

Roadway width on structure should be 24 feet.

RIPRAP AND ROADWAY

It is anticipated that work on restoration of roadway will be done on an equipment rental basis contract and is recommended that any slope protection, embankment work or other work outside the limits of the new structure be done with equipment to be used for grading on the equipment rental basis.

Roadway will have a subgrade width of 26 feet and will include subgrade construction only--no surfacing. Finished grade of structure could be the same as subgrade elevation.

RIGHT OF WAY

Wasco County will acquire any additional right of way required.

UTILITIES

No utilities will be involved in this project.

HYDRAULICS

Mr. MacNab of Hydraulics Section has been over this project.

Fivemile Creek Road--Bridge No. 56A
Wasco County Road No. 183
Prefix No. 533-8106

MISCELLANEOUS

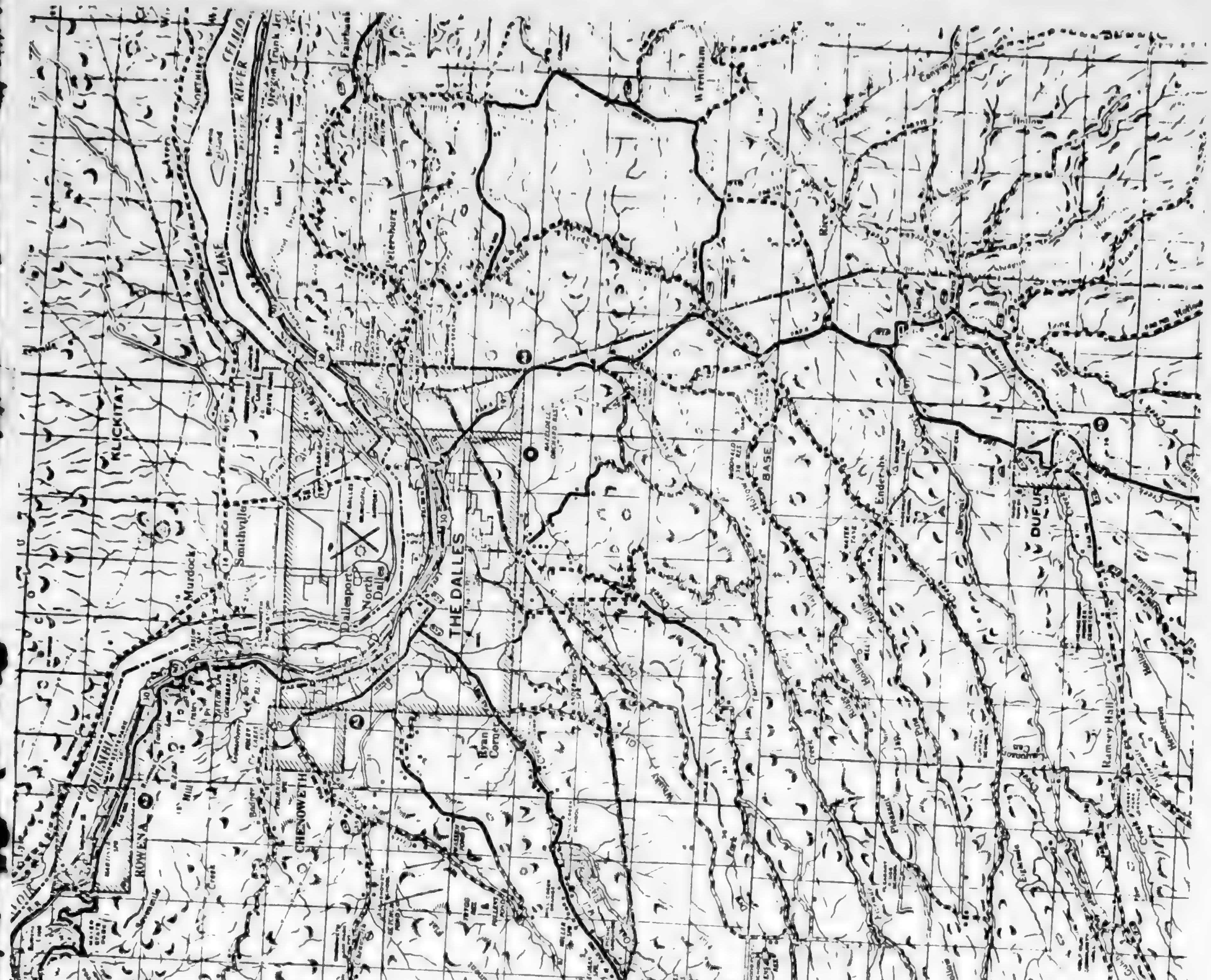
This is one of six structures which will require replacement on this project. Of these six, four will be included in Federal Disaster Administration program, P.L. 606, The inclusion of one structure is questionable and undecided at this time and one will be financed by Wasco County.

This structure will be included under P.L. 606.

This project will also include a number of structures which will require construction of concrete slab in channel similar to that used on Ramsey Creek Bridge No. 16162, uncer Contract No. 8057, for correction of and protection against future scour under footings.

W. Reid Meritt

W. Reid Meritt
Resident Engineer


KLICKITAT
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Murdock
Smithville
Dallesport
North Dalles
THE DALLES
CHENOWETH
ROWENA
MOSIER
BASE
Endersby
DUFUR
Ramsey Hall
WILLAMETTE
MT HOOD
HOOD RIVER
COUNTY
COUNTY

LOCATION ENGINEERS REPORT

Fivemile Creek Road
Wasco County Road No. 183
Prefix No. 533-8106

This project requires restorations, repair and reconstruction of 4.83 miles of Fivemile Creek Road in Wasco County. This is Wasco County Road No. 183, and is located southwesterly of The Dalles, Oregon, as indicated on the enclosed map.

In addition to work on roadway, it is proposed to pour reinforced concrete slabs with cutoff walls in channel of Fivemile Creek under five of existing structures for correction of and protection against scour under footings. It is also proposed to construct six new structures to replace those destroyed by high water. See comments under structures below.

TYPICAL SECTION

It is proposed that from beginning of project (Station 545+00) to Station 663+00 the subgrade width be 22 feet, with ultimate 18 feet finished surface, and from Station 663+00 to end of project (Station 800+00) the subgrade width be 26 feet, with ultimate finished surface of 22 feet. These widths are based on Wasco County standards.

CLEARING AND GRUBBING

It is recommended that clearing and grubbing work on this contract be done on a lump sum unit bid rather than equipment rental basis recommended for grading. This places responsibility for permits, control of burning, etc. on contractor and would eliminate numerous foreseeable complications resulting with equipment rental basis.

It is estimated that clearing and grubbing area will be approximately 15 acres.

ROADWAY

Work on this project includes grading only-no surfacing.

It is proposed that grading work on this project be done on an equipment rental contract basis. It is felt that this will give better control of work and will allow engineer more latitude in performing work since earthwork is not balanced, borrowing within limits of project will be necessary and minor changes etc. may be made during progress of work without excessive engineering to document quantities on a "scratch-grading" job of this nature.

Work within areas where roadway was destroyed by January 1974 high water will be done under Federal Disaster Administration Program, P.L. 606. Wasco County desires to upgrade the roadway within limits of this project to current standards and to finance work in areas where no flood damage occurred.

Thus it will be necessary to formulate agreement for the portion of work to be financed under Federal program and by Wasco County. The portion of project receiving high water damage will require approximately 26,200 cu. yds. of embankment and portion which received no flood damage will require approximately 4,300 cu. yds. of embankment. One method of dividing cost would be for Wasco County to finance percentage of cost derived from above embankment quantities. Another possibility would be separate equipment hour by areas actually worked during construction.

A borrow area is to provided right of Station 675. This borrow area contains a sandy, granular material and could be used as source of material to place lift on top portion of subgrade as needed through length of project for finishing and also give granular surface to roadway. It is also anticipated that borrow can be developed adjacent to roadway during progress of work and can be done in manner which will allow the borrow area to be used for drainage.

DETOURS

The proposed reconstruction of Wasco County Bridge northeasterly of project will require detour. The existing road within limits of grading work is closed to traffic and no detours will be required. See MISCELLANEOUS.

CHANNEL CHANGES

Four channel changes are included in project. These are primarily located in areas where roadway is adjacent to steep slope on opposite side. Fivemile Creek broke out into roadway and channel change is necessary to restore roadway grade and width without excessive fill into existing channel.

DRAINAGE

No culverts are included in this project.

No culverts existed on this road and consequently there would be no Federal Participation. Culverts are needed, but because of the above Wasco County will install them at a later date.

STRUCTURES

It is proposed that this project include the construction of six new structures. The exact type and size of structures are subject to further study and hydraulics study, however present recommendation, approximate locations and other information are as listed below.

Station 611+00-County Bridge No. 56-C

New structure to be constructed to replace wood structure which was destroyed by high water.

Closed abutments with wingwalls set on footings with precast prestressed concrete slabs is recommended.

Fivemile Creek Road
Wasco County Road No. 183
Prefix No. 533-8106

Proposed roadway subgrade width of 22 feet with 18 foot finished roadway is proposed in vicinity of this structure.

This structure would be included in work under Federal Disaster Administration Program, P.L. 606.

Station 627+50-County Bridge No. 56-B

See comments for structure at Station 611+00.

Station 664+85-County Bridge No. 56-A

New structure to be constructed to replace wood structure which was destroyed by high water.

Type of structure to be installed at this location is dependent upon recommendation of Hydraulic Section. The possibilities are large pipe, reinforced concrete box culvert or closed abutments with precast prestressed concrete slabs. At the time of this report it is felt that reinforced concrete box culvert is most appropriate.

Proposed roadway in vicinity of this structure is 26 foot subgrade with 24 foot finished roadway.

This structure is on the North Fork of Fivemile Creek.

This structure would be included in work under Federal Disaster Administration Program, P.L. 606.

Station 684+40-County Bridge No. 54-B

A bridge in the vicinity of this proposed structure was apparently destroyed sometime prior to January 1974 high water a 24 inch and a 48 inch culvert pipe was installed by Wasco County to carry the flow of Fivemile Creek. The culverts were not sufficient to carry the flow and were inundated and the roadway was washed out around pipes, culvert pipes uncovered and partially destroyed and water also broke over roadway in vicinity of this proposed structure.

It is also recommended that this structure have closed abutments and wing walls on footings and precast prestressed concrete slabs.

Proposed roadway in vicinity of this structure has 26 foot subgrade and 22 foot finished roadway.

The amount of participation by the Federal Disaster Administration Program, P.L. 606, is questionable and unsettled at the time of this report since there was no existing structure, except the two pipes mentioned above, at this site prior to January 1974 high water.

However Wasco County has expressed definite desire to construct the new structure at this site and indicated they would participate in costs if necessary.

Station 722+50-County Bridge No. 52

New structure to be constructed to replace wood structure which was destroyed by high water.

Fivemile Creek Road
Wasco County Road No. 183
Prefix No. 533-8106

Closed abutments and wingwalls on footings and precast prestressed concrete slabs is recommended for this structure.

It is proposed that roadway in vicinity of this structure have 26 foot subgrade and 22 foot finished surface.

This structure would be included in work under Federal Disaster Administration Program, P.L. 606.

The roadway alignment in vicinity of this structure was revised from existing alignment. This revision is an improvement of roadway alignment and is such that this structure will be on tangent instead of curve and an estimated saving of $560.00. Revised alignment results in slightly more skew on stream crossing, but it is not felt to be detrimental. Cost saving is based on decrease of borrow excavation by 525 cu.yds. @$1.50 with related increase of clearing and grubbing of 0.23 acres @ $1,000.00 per acre, resulting in saving of $560.00.

County Bridge No. 16

Wasco County desires to include the replacement of one of their bridges in contract with structures on this project.

This structure is located approximately 1½ miles off the northeasterly end of the project.

It is also proposed to place reinforced concrete slabs with cutoff walls in channel of Fivemile Creek under five of existing structures which were damaged by high water scouring under footings. It is proposed that the existing scour under footings be backfilled with concrete and a 6-inch reinforced concrete slab with 4-foot cutoff walls poured on top of footing within limits of existing structure. A 2-foot depression in center of slab, with alignment of depression within limits of wingwalls being varied as required to fit stream alignment. The grade (flowline) of slab should be level. This proposed slab is patterned after similar construction used on Ramsey Creek Bridge No. 16162 under Contract No. 8057. Structures for which this slab is recommended are located at the following listed stations.

Station 579+60-County Bridge No. 58
Station 699+86-County Bridge No. 54-A
Station 712+75-County Bridge No. 53
Station 741+52-County Bridge No. 58
Station 784+69-County Bridge No. 18

Vicinity maps for all of the above listed structures have previously been submitted.

It is proposed that all new structures have top roadway width of 24 feet.

Fivemile Creek Road
Wasco County Road No. 183
Prefix No. 533-8106

RIGHT OF WAY

Wasco County will acquire all required right of way for this project.

UTILITIES

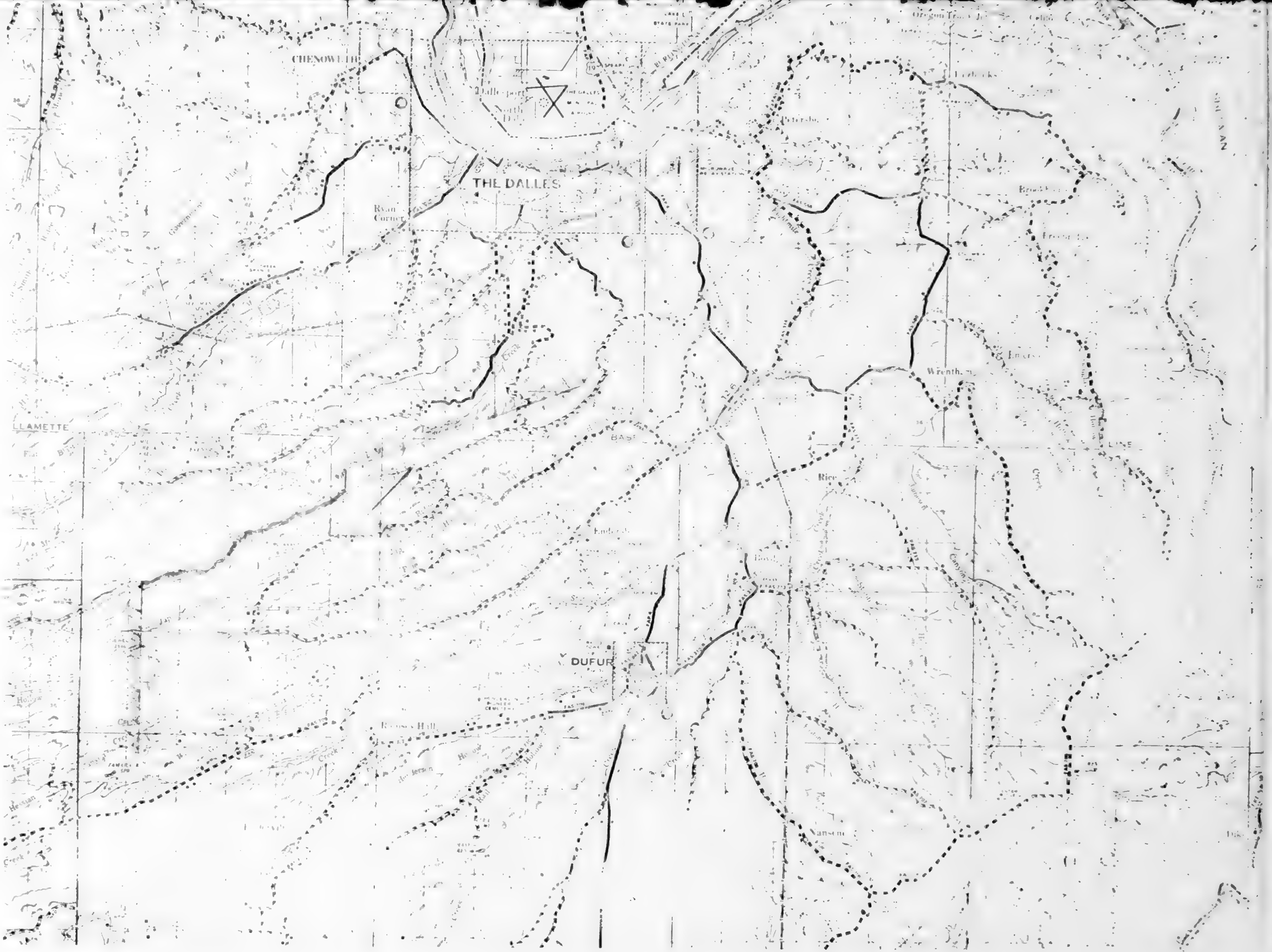
Possible relocation of electrical transmission lines, belonging to Pacific Power and Light Co., in the vicinity of County Bridge No. 16, which Wasco County wants included in this project, may be necessary.

No utilities are located within the limits of this project.

MISCELLANEOUS

Under DETOURS above, it is stated that no detours were needed to carry traffic through project since it is closed to traffic, however, temporary detours or creek crossings will be needed during construction to carry equipment around bridge sites since work on structures and grading is anticipated to be underway concurrantly. To facilitate this possibility, a bid item for furnishing 36" culvert pipe is included. Pipe can be installed as required with equipment (rented) and laborers.

W. Reid Meritt
W. Reid Meritt
Resident Engineer


CHENOWETH
Dallesport
THE DALLES
Ryan Corner
Petersburg
Wrentham
Rice
Boyd
Endersby
DUFUR
Nansene
LLAMETTE
Canyon
Creek
Hollow
Celilo

LOCATION ENGINEERS REPORT

Fivemile Creek County Road No. 183
Wasco County
Prefix No. 533-8106

This report cover the construction of three reinforced concrete slabs with cutoff walls in channel of Fivemile Creek under existing structures at following listed relocated alignment Stations of Wasco Counties Fivemile Creek Road No. 183 southwesterly of The Dalles, Oregon.

Station 699+86--County Bridge No. 54-A
Station 712+75--County Bridge No. 53
Station 784+69--County Bridge No. 18

Stream scour under footings is result of January 1974 high water.

DETOUR

Existing road is closed to traffic and detour will not be required.

CONCRETE SLAB IN CHANNEL BED

As shown on vicinity map, it is proposed to pour concrete in area where high water scoured under existing footings and pour a reinforced concrete slab with cutoff walls in streambed under structures.

It is recommended that this be a 6-inch slab poured on top of the footings with a 2-foot depression in center to aid passage of fish. The alignment of depression within limits of wingwalls on inlet and outlet ends to vary as required to fit stream alignment.

The grade (flowline) on these slabs should be level.

The proposed slab is patterned after similar construction used on Ramsey Creek Bridge No. 16162 under Contract No. 8057.

UTILITIES

No utilities will be involved on this project.

HYDRAULICS

Mr. MacNab of the Hydraulics Section has been over the project.

MISCELLANEOUS

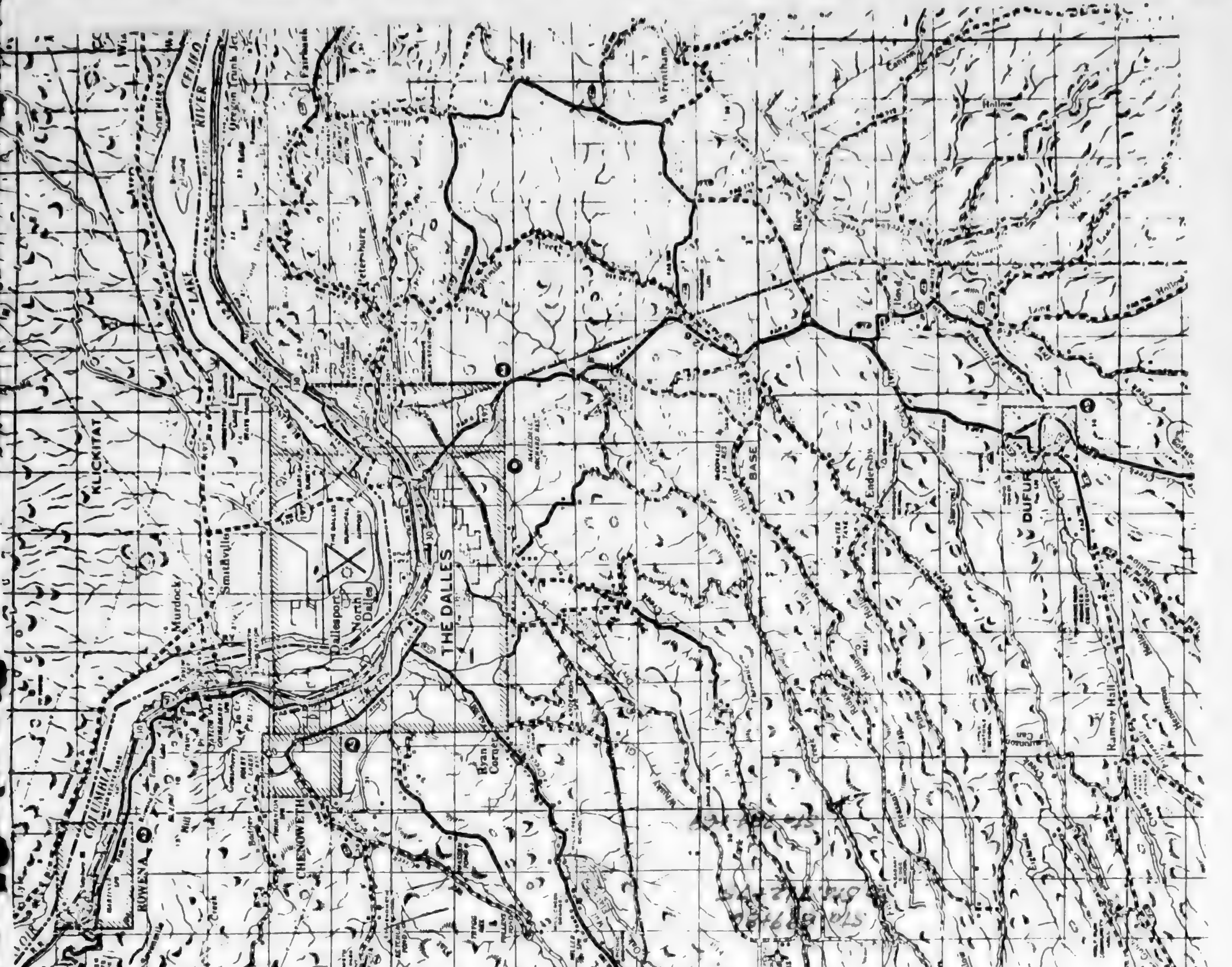
This work is included under Federal Disaster Administration program, P.L. 606.

These are three of five structures on this project which will require similar construction. Data for two structures was previously submitted.

This project will also include grading work on approximately 5 miles of roadway and the construction of six bridges, most of which will be covered by P.L. 606 and the remainder to be financed by Wasco County.

W. Reid Meritt

W. Reid Meritt
Resident Engineer



KLICKITAT
CELILO LAKE
COLUMBIA RIVER
Smithville
Murdock
Dallesport
North Dalles
THE DALLES
CHENOWETH
ROWENA
MOSIER
Ryan Corner
Endersby
BASE
DUFUR
Wrentham
Boyd
Ramsey Hall
WILLAMETTE
MT HOOD
HOOD RIVER
COUNTY

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Upper Fivemile Creek Road, Site No. 22
Wasco County
Federal/State Agreement FDAA-413-DR-OR

DATE: November 12, 1974

In reply refer to: 1041DB.4/409.2

FROM : D. B. Carter, Area Engineer

TO : Mr. G. K. Hossner, District Engineer
Salem, Oregon

On October 29, 1974, I met with Messrs. Rex Kniesteadt, Wasco County Roadmaster, and Reid Meritt, OSHD Resident Engineer, to review the status of the repairs on Upper Fivemile Creek.

The State has been doing most of the field work preparatory to letting a contract for the repairs. At this time it does not appear the repairs can be completed prior to the cutoff date of January 25, 1975, and so the County will apply for an extension. The work was delayed due to the heavy workload encountered by the State which delayed the field survey work. A survey was necessary due to the extensive damages incurred.

The vicinity maps and related data for the structures should be complete within the next month. The structure will be constructed to a 24-ft. width as this is the County standard. (See Wasco County letter dated April 1, 1974.)

The field survey work for the road repairs is essentially complete with plan preparation remaining. It is hoped the project will be ready for contract by January 1975. Mr. Kniesteadt indicated the County may widen the adjacent undamaged sections of the road to meet the County's current standards for a minimum width two-lane road. This would involve approximately 2-4 ft. of additional width. If the County does this work concurrent with the disaster repairs it appears paragraph F2C(2) of the FDAA Eligibility Handbook would apply and the Federal contribution would include repair of the damaged areas to the same width.

The County will obtain all necessary right of way at their expense. Some additional right of way will be required to obtain borrow material for the road repair. This will be more economical than hauling the material. The County may also include as a part of the work the replacement of a log stringer bridge located on this road. The costs associated with this work would be borne by the County.

The County is very interested in getting the repair project underway and all parties concerned have been pursuing the work in an expeditious manner. It appears the January 25, 1975 cutoff date for this work was not realistic due to the scope of the work involved and the heavy workload generated as a result of the other damages incurred within the State as a result of the disaster.

DB Carter
D. B. Carter

cc:
FDAA (Willman)
Rex Kniesteadt
Reid Meritt

cst

P.L. 606
Gilliam/Wasco

bc: L. W. Rulien
V. E. Skoog
H. S. Cox
C. M. Williams

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 5, 1974

Mr. William H. Mayer, Regional Engineer
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention Mr. Ray Willman

Re: P.L. 606, January 1974 Storm Damage
Applicant Change for Items in
Gilliam and Wasco Counties

Dear Mr. Mayer:

Since Gilliam and Wasco Counties have requested that the Oregon State Highway Division contract the following projects in their behalf, we are asking that the applicant for the following projects be changed from the named county to the Oregon State Highway Division, by and through the Oregon Transportation Commission.

GILLIAM COUNTY - FDAA-413-DR 25

Item #22 - Rock Creek (French Charlie Road) Br.
23 - Willow Creek (Rhea Road) Br.
24 - Willow Creek (Lower Willow Creek Rd.) Br.

WASCO COUNTY - FDAA-413-DR 65

Item # 9 - Jap Hollow Creek (Jap Hollow Rd) Br.
11 - Tygh Creek (Shadybrook Road) Br.
22 - Five Mile Creek (Upper Five Mile Rd) Br.
39 - N. Fork Mill Creek (Upper Mill Creek Rd) Br.
50 - Eightmile Creek (Endersby Road) Br.
51 - Upper Fifteenmile Creek (Wilbur West Rd) Br.

RECEIVED
COUNTY & CITY SECTION
SEP 6 - 1974
☐ [illegible] ✓ [illegible]
☑ [illegible] ☐

(more)

Also enclosed is a copy of the statement granting Mr. E. S. Hunter, Assistant State Highway Engineer, authority to approve the transactions for these projects.

Very truly yours,

E S Hunter

E. S. Hunter
Assistant State Highway Engineer

HR:ljt

Encl.

cc: Harvey L. Latham, Emergency Services
Hon. James O. Burns, Gilliam County Judge
Hon. H. B. Elder, Wasco County Judge
FHWA

Co. Hy

EXHIBIT "A"

TO WHOM IT MAY CONCERN:

Re: 1974 Flood Damage Restoration
FDAA - Public Law 606

This is to certify that Mr. E. S. Hunter, Assistant State Highway Engineer, has been appointed and is authorized to execute, for and in behalf of the State Highway Division of the Department of Transportation of the State of Oregon, all applications for the purpose of obtaining certain Federal financial assistance under the Federal Disaster Act (Public Law 606, 91st Congress) for the flood damage of 1974.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

HR:ljt
9/5/74

May 9, 1974

Mr. Carl Williams
Region Engineer
Bend

Harold Reynoldson
Rural Program Engineer

P.L. 606, January 1974 Storm Damage - Wasco County
Five Mile Road (Upper Five Mile Road) Section
County Road #183

Wasco County has requested that the State Highway Division run a limited location survey on a section of this roadway. After this is completed, the County will decide what they will construct. I understand Federal Disaster Assistance Administration has set up funds for the cost of this location work.

Would you please have the survey crew contact the County for details.

A copy of the letter of request from the county is attached.

Att.

cc: L. [illegible]. Ruli[illegible]

[illegible]

R X

P.L. 606

orm E-10

EGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Date May 7, 1974

Section Fivemile Creek Road

Authorization No. 1 8106

Highway Wasco County Road

Survey Prefix 533- ~~[illegible]~~ (Assigned by Salem office)

County Wasco

Description of termini, route, length, etc.: Survey begins in Section 12 and follows in vicinity of the existing Wasco County Road along Fivemile Creek in a southeasterly direction through Sections 12, 11, 10, 15, 16, 17, 20 and 19 to the Mt. Hood National Forest Boundary, all in T1S, R12E of W. M.

Purpose of survey: Wasco County requests plans to be prepared for repair of roadway, replacement of structures and possible repair to other structures. Damages resulting from Janaury 1974 high water.

RECEIVED
COUNTY & CITY SECTION
[illegible]
☑ ENGR. ☑ COOR. ☑ OE ☑ LE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Estimate of cost:

Field Survey . . . (901)	$ XXXXXXXX 10,000
~~Plans . . . . (905)~~	
~~Bridge . . . . (906)~~	
~~Soils . . . . (910)~~	
Hydraulics . . . . (918)	2,000
~~Specifications . . (921)~~	
~~Found. Explor. . . (926)~~	

P.L. 606

Total estimated cost of survey . . . . . . $ 12,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: W. Reid Merritt
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval: Victor D. Wolfe
~~Construction~~ Engineer
Location

Approved:
State Highway Engineer
Ass't
Acct

OFFICE ENGINEERING SECTION ✓
P. E. APPR. ....
FED. AID .... STATE ....

State Printing

Sheet 1 of 16 Sheets

RECEIVED
COUNTY & CITY SECTION
SEP 1[illegible] 1974

Form Approved
OMB No. 116-RO254

• • OFFICE OF • •
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)	2. DISASTER DECLARATION DATE
3. STATE	4. COUNTY
5. INSPECTION DATE	
7. MAP OR PHOTO REFERENCE NO. 22-1,2,3,4,5,6,7,8&9	

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2
c. ITEM NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE
0

11. DESCRIPTION OF DAMAGE

12. PROPOSED WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION

☐ a. ELIGIBLE	☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

OEP COPY

Photo [illegible] from ~~fifteen~~ [illegible]
run down the [illegible]

[illegible] ~~fifteen~~ [illegible]

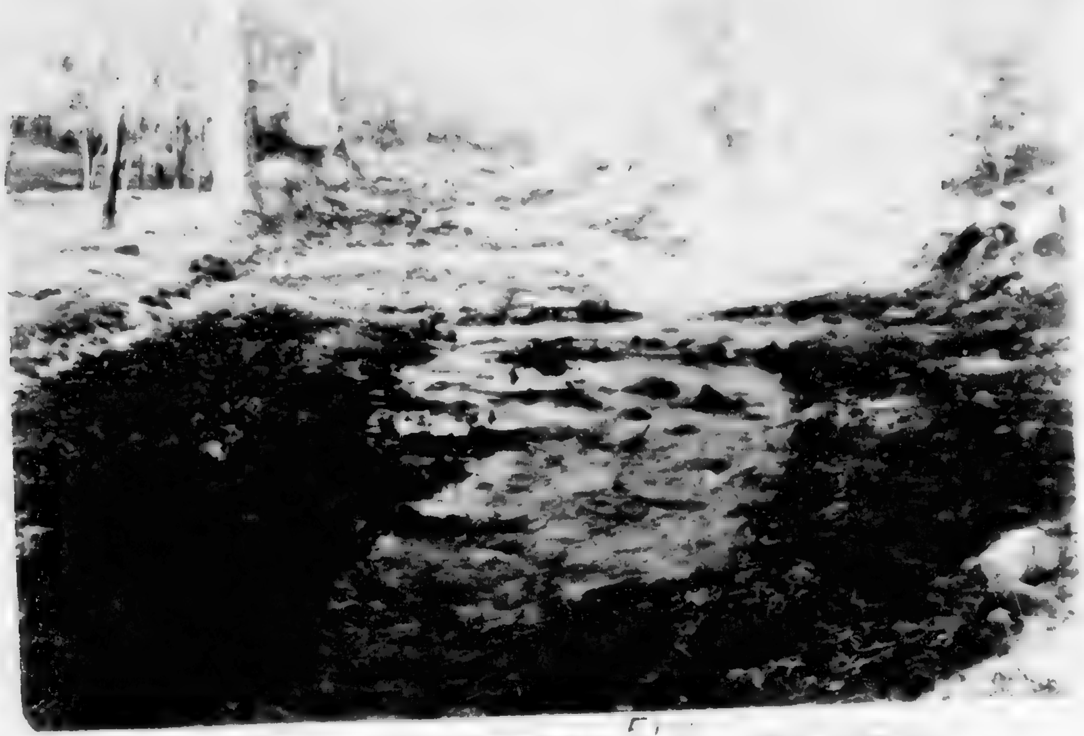


Photo [illegible] – [illegible] of [illegible] [illegible]
[illegible]

[illegible]

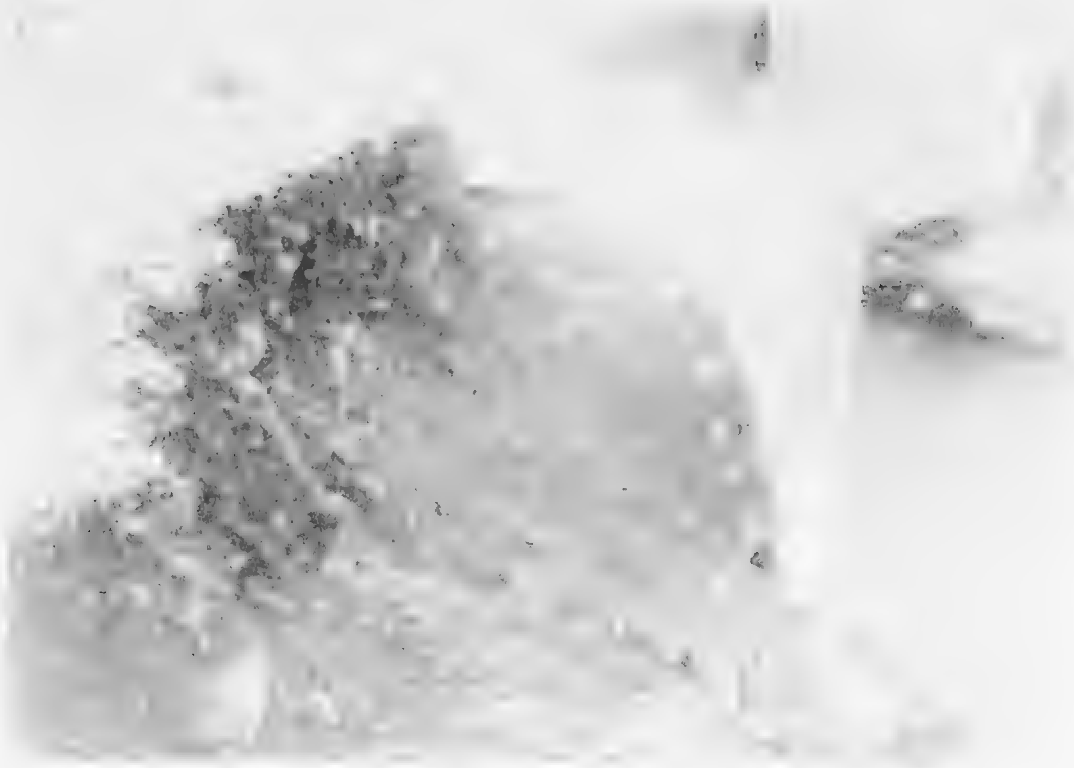


Photo [illegible] - This [illegible] County bridge was not washed away but did receive scour at the abutments.

Photo [illegible]

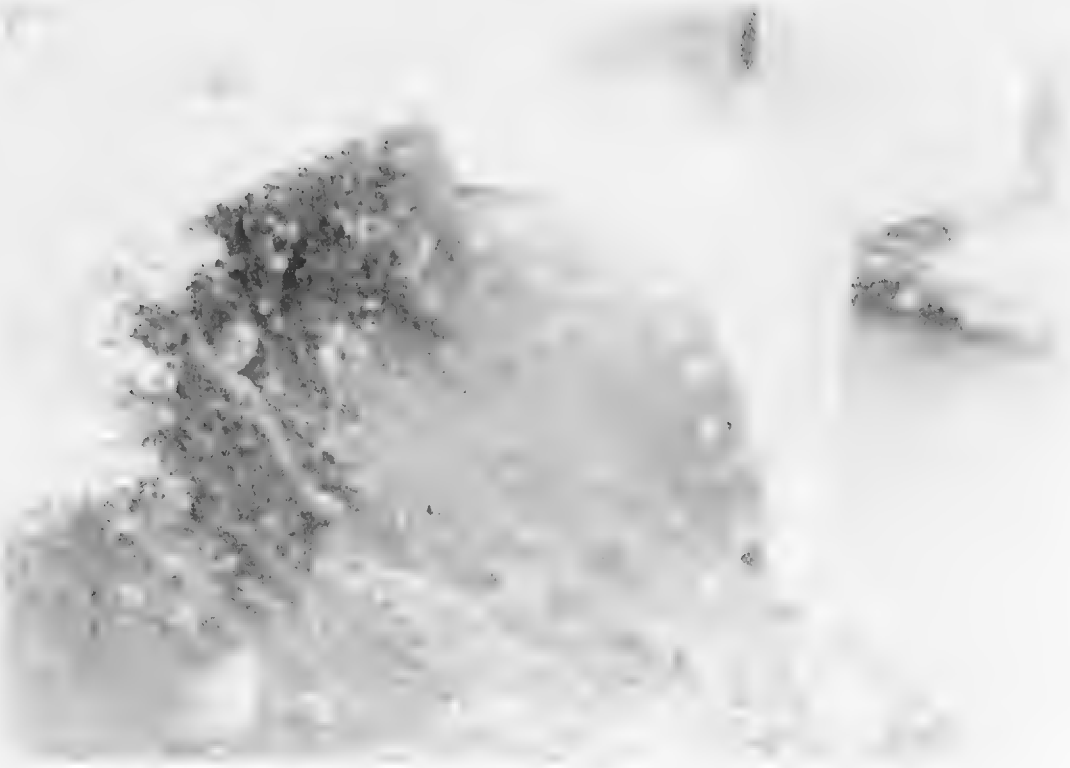


Photo [illegible] - This newer County bridge was not washed away, but did receive scour at the abutments.

[illegible]

Photo 72. - This power supply bridge was not washed out [illegible] [illegible] pressure [illegible] the abutments.

Photo 73. - [illegible] [illegible]

Photo 27-7 - This was a multiple culvert installation

[illegible]

Photo 22-9 - Abutments washed away

Site No. 22 - Upper Five Mile Creek Road, County Road 183

Extreme high water of Five Mile Creek has caused considerable damage to this road. This road generally follows the drainage and crosses the drainage at numerous locations. The high water has washed out six structures and has caused considerable damage to approximately 120 stations of the road. The damage survey estimate has been made on the basis of restoring the road to condition which existed prior to the flood. However, it appears realignment of the road may eliminate some of crossing and provide a more economical repair solution and a location survey will be made to provide that determination. In any event the most economical solution will be used to make the repairs. This work will be done by regular contract.

8144 Oregon Coast Hwy. at SE Mar- 1975
lin Ave.(Warrenton)
0.29 mi. of grading & paving

September 22, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On September 18, 1975, we wrote to you concerning release of final payment on Contract No. 8144 awarded to Palmberg Paving Co., Inc. for work on the S.E. Marlin Avenue (Warrenton) Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $2,972.64 and the total contract amount is $46,774.84. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Palmberg Paving Co., Inc.
PO Box 807
Seaside, OR 97138

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7

REFERRED TO

Beard — Reed
Cole — Sample
Eriksen — [✓ Watson]
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Narrative Report

Oregon Coast Hwy. @ Marlin Ave. (Warrenton
Contract 8144
Contractor: Palmberg Paving Co., Inc.
Seaside OR
Project Foreman: John Palmberg
Resident Engineer: Gareld Inloes
Chief Inspector: Fred Ray assisted by:
Glenn Wood and Jim Thompson

Summary of Dates:

Bids Received:	March 27, 1975
Date of Award:	April 3, 1975
Work Started:	April 24, 1975
Project Completed:	July 11, 1975
Final Inspection:	July 10, 1975 by C.O. Fredrickson, G. Wimer and G. Inloes

Seventy Four (74) of the 75 specified calendar workdays were used to produce a fair overall quality project. The work was done in a very inexperienced, unorthodox, manner. The total cost of the project was $54,251.66, (32.5% under the $80,294.27 project authorization).

The work consisted of existing paved shoulder removal; extending these areas, with a sand imbankment to provide for two (2) 14 foot travel lanes, 2 foot minimum median, with 12 foot left-turn refuge lanes; and paving the widened roadbed with 4 inches of A.C.

The contractor cut and removed the paved shoulder at the existing fog line, leaving the intersection on Marlin Ave. undisturbed. At this intersection the existing pavement was removed only where less than 3½ inches of existing A.C. was present. This procedure was requested by the Resident Engineer and did contribute to an underrun of contract quantities as follows: 36% underrun of 1"-0 Aggregate Base and -43% class B or C Asphalt Concrete; which resulted in a claim by the contractor.

On July 11, 1975 the contractor verbally requested $3,416.00 due to total project underrun. The Resident Engineer requested a written justification of claim and on July 14 a letter was delivered claiming $1,088. In this letter the contractor claimed $500 for total project mobilization. The resident Engineer answered this claim letter on July 14, allowing only $166.50, which is equal to (33.3%, total project underrun) of $500. This amount is documented by Price Agreement No. 2, which eliminates all project claims.

The sand embankment was placed with the aid of generous watering. The base rock was then placed on the sand brought to near grade, then final placing of the sand slopes was end dumped, then raked-in by hand raking. A good percent of the rock shoulder material was also placed by hand raking.

The final grade of the subgrade was difficult to achieve as the acting foreman was the grader operator and not knowledgeable of operating the grader.

Due to other commitments of their A.C. Plant, the foreman chose to set the guide posts prior to paving, he was finally discouraged of this. Final placing of all A.C. was done July 7, final burning and patching was completed July 10.

Guide posts installed and final cleanup was complete July 11.

The project was striped by State Forces on July 23, 1975.

Gareld Inloes
Resident Engineer

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. Marlin
WEEK ENDING: July 25, 1975
SECTION PREFIX: 4-0502-900
HIGHWAY: Oregon Coas
COUNTY: Clatsop
NAME OF JOB: Ore. Coast Hwy. @ S.E. Marlin Ave.
KIND OF WORK: Grading & Paving
CONTRACTOR: Palmberg Paving Co., Inc.
CONTRACT NUMBER: 8144
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1975
DATE WORK STARTED: April 24, 1975
ESTIMATED COMPLETION DATE: July 11, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 75
WORK DAYS USED
CALENDAR DAYS USED 74
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION $80,294.27
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING $73,281.67
ENGINEERING AUTHORIZATION $7,012.60
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $~~73,281.67~~ 54,215.66
ENGINEERING COST TO DATE $7,006.00
DATE PROJECT WAS COMPLETED July 11, 1975
ESTIMATED PERCENT ~~XXXXXXX~~ UNDERRUN 32.5%
PERCENT OF AUTHORIZATION 100%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.3	.3			.3
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.3	.3			.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,250	2,400			1,500
TOTAL QUANTITIES CORRECTED TO DATE	1,021.93	1,540.40			853.850
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	Same			Same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

~~None~~ 1½ ton truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Clear	0		
MONDAY 21	Clear	0		
TUESDAY 22	Clear	0		
WEDNESDAY 23	Clear	0		
THURSDAY 24	Clear	0		
FRIDAY 25	Clear	0		
SATURDAY 19	Clear	0		BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No work
MONDAY 21	Contractor removed temporary signing.
TUESDAY 22	No work
WEDNESDAY 23	Same
THURSDAY 24	Same
FRIDAY 25	Same
SATURDAY 19	No work

REMARKS

Project complete.

Final Report

SIGNED ________ LOCATION Astoria

Acting Assist. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FORM 81-714 3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 14, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT:

TO: MEMORANDUM TO THE FILES

I reviewed lane and shoulder widths for the left turn refuges with C. O. Fredrickson, Region II Engineer. Mr. Fredrickson approved the following widths by projects.

Alsea Highway at Eckman Creek Road

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders with 3:1 rock slope and ditch slope.

Oregon Coast Highway at Thiel Creek Road; Beaver Creek Bridge Section, Oregon Coast Highway and Columbia River Highway at Brownsmead Road (M.P. 80)

14 foot turning median lane, 12 foot travel lanes, 4 foot shoulders and 4:1 rock slopes.

Oregon Coast Highway at Marlin Avenue (Warrenton) Section

14 foot turning median lane, 14 foot travel lanes, 6 foot shoulders and 4:1 rock slopes.

1
2

RECEIVED

LKW:we
cc: C. T. Keasey
Victor D. Wolfe
C. O. Fredrickson

Old Pacific Hwy E, at Rothe Rd. 1975
sec. 2.6 mi S Milwaukie
traffic signal installation

C & A - 5277 - 4/11/75

☆U.S. GOVERNMENT P   TING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. D   RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2-14-77	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HHS-168(29)
COMPLETION DATE 12-20-75	ACCEPTANCE DATE BY CONTRACT AGENCY 9-21-76	TIME ELAPSED 100 %	CONTRACT TIME 240 C.D.
APPROVED EXTENSIONS none	LOCATION Intersection of Rothe Rd. and Pacific Hwy. east (99E) in City of Gladstone.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY AT ROTHE ROAD
Traffic Signal

This project provided for the installation of a multi-phase full-actuated traffic signal. A contract in the amount of $36,115.70 was awarded Hansen Electric Co. of Coos Bay, Oregon On April 4, 1975. Work began on 8-25-75 and was completed in reasonably close conformance with approved plans and specifications on December 20, 1975 at a final cost of $41,221.29 or approximately 4% below the authorized amount of $43,069.98.

There were no major overruns or underrruns. The total 240 calendar days allowed uner the contract were used in completing the work.

A final inspection was held on 1-16-76 at which time the work was considered acceptable.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		~~ACCEPTED BY FEDERAL~~ HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 2-14-77	TITLE District Engineer	DATE 2-15-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8145

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

Oregon

Clackamas

HHS-168(29)

x

ROADWAY QUANTITY

BRIDGE QUANTITY

DATE STARTED

Y031

20 36,471

August 25, 1975

DATE COMPLETED

December 20, 1975

21 --

0

PART B

30 LABOR TOTAL MAN HOURS 938 GROSS EARNINGS 11,050

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES 19,540

9 156

19

18 3

702

22

47

5,981

FORM PR-47
REV. 9-74

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

Form PR-47 [illegible]

Form PR-47 [illegible]

[illegible]

[illegible] PR-47 [illegible] original [illegible] carbon [illegible] "last" copies [illegible]

[illegible]

[illegible] nearest whole unit and [illegible] reported to the nearest [illegible]

[illegible]

Part B — INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible]

Items 2 and 92 [illegible] aggregates [illegible]

Item 3 [illegible]

[illegible]

September 27, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 21, 1976, we wrote to you concerning release of final payment on Contract No. 8145 awarded to Hansen Electric Company for traffic signal installation on S.E. Rothe Road on the Pacific Highway East in Clackamas County.

Final payment on this contract is $1,923.31 and the total contract amount is $35,523.16. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

Salem
January 6, 1976

R. D. Church
Contract Payments Engineer

Request Contract
Acceptance

C. T. Keasey
Construction Engineer

Contract 8145, Work Completed December 20, 1975

Project Pacific Hwy. E. at S.E. Rothe Road

Highway Pacific East

County Clackamas

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date____________________

Conditions not acceptable:

RDC:bb

Construction Engineer

cc: Don Harwell
J. R. Oakes
Virgil Boyd
John Jenkins
Don Trout

FORM E-1 REV 12-66

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: PACIFIC HWY E AT SE ROTHE RD

WEEK ENDING: December 20, 1975

SECTION PREFIX: 3-1039

HIGHWAY: Pacific Hwy E

COUNTY: Clackamas

NAME OF JOB: Pacific Hwy E at SE Rothe Rd

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 8145

FEDERAL AID PROJECT NUMBER: HHS-168(29)

DATE OF CONTRACT: April 4, 1975

DATE WORK STARTED: August 25, 1975

ESTIMATED COMPLETION DATE: December 20, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 240

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 240

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $43,069.98

EXCLUSIVE OF ENGINEERING: $39,308.41

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $37,865.60

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.7%

ENGINEERING AUTHORIZATION: $3,761.57

ENGINEERING COST TO DATE: $2,500.00

PERCENT OF AUTHORIZATION: 66.5%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95.4

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 83.8

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 panel, 1 boom truck, 1 flatbed truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	~~WORK~~ CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	1		
MONDAY	Showers	1		
TUESDAY	Cloudy	1		
WEDNESDAY	Clear	1		
THURSDAY	Clear	1		
FRIDAY	Clear	1		
SATURDAY	Clear	1		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	Installed signal heads Worked on wiring for signals
TUESDAY	Completed installing signals heads and signs. Continued wiring signals.
WEDNESDAY	Completed wiring and checked out signals.
THURSDAY	Turned on signals. Poured curbs on east side of 99E
FRIDAY	Poured sidewalk ramps.
SATURDAY	No activity

REMARKS

SUMMARY: Completed traffic signal installation and turned on same.
Poured sidewalk ramps.

NEXT WEEK: Complete paving and backfill work.

MAN-DAYS ON PROJECT: Office 0
Field 5

SIGNED C. L. Kuiper LOCATION Oregon City

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. HHS-168(29)

PACIFIC HWY. E. AT S.E. ROTHE RD. SECTION

PACIFIC HWY. EAST IN CLACKAMAS COUNTY

Salem, Oregon, April 8, 1975

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 3,200.00

Type Code Y031
Traffic Signal (Sta. 148+12.9 Pacific Hwy. East)

Temporary Protection and Direction of Traffic	All Required		$ 450.00
Temporary Signs	90 sq.ft.	4.50	405.00
Flagmen	40 hour	15.00	600.00
Removal of Structures and Obstructions	All Required		1,155.00
Class "B" or Class "C" Asphalt Concrete	60 ton	30.98	1,858.80
Concrete Manholes	1 only	1,000.00	1,000.00
Concrete Curbs	120 lin.ft.	3.52	422.40
Sidewalk Ramps	3 only	220.50	661.50
Traffic Signal Installation, Complete	All Required		29,563.00
			$36,115.70

Additional Item

Adjust Sprinkler System (E.W.)	All Required	$ 500.00
	Subtotal	$36,615.70
	Engineering (Controller Testing)	500.00
	Engineering	3,161.30
	Total	$40,277.00

Retained in Program Status

Permanent Pavement Striping	All Required	$ 500.00
	Subtotal	$ 500.00
	Engineering	50.00
	Total	$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 3,200.00	$ 2,880.00	$ 320.00
Traffic Signal	40,277.00	36,249.00	4,028.00
Subtotals	$43,477.00	$39,129.00	$4,348.00
Retained in Program	550.00	495.00	55.00
Totals	$44,027.00	$39,624.00	$4,403.00

Group 1 - 100%

Contract No. 8145

Prefix: 3-1039
3-1976 (P.E.)

5h

3/31/75

April 11, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS AND
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of a traffic signal at the intersection of Roethe Road and the Pacific Highway East.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc L. E. George (xerox agree. att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 25, 1975

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Traffic Signal Installation**

We have an agreement signed by Clackamas County covering the installation of a traffic signal at the intersection of Roethe Road and Pacific Highway East.

The agreement provides that the State shall prepare all plans, award the contract, and supervise the work on the project. The initial cost of the project will be borne by Title II funds, and after completion, the State will maintain the traffic signal and the County will pay for all power consumption.

Your approval of the agreement and authorization for me to sign it is recommended. This item will be on the agenda for the March 31 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
L. E. George
County-City Unit
Ed Hardt
Jack Graham
Gary L. Sund

RDT:rj dpy

914

R

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: HHS-160(29)

STATE PROJECT NO.: PACIFIC HIGHWAY EAST AT SE ROTHE ROAD SECTION

FROM:
C. L. [illegible], DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: HHS-6

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR.
MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED MARCH 5, 1975	DATE AUTHORIZATION EFFECTIVE MARCH 5, 1975	FEDERAL ROUTE NUMBER PRIMARY ROUTE 26
		STATE ROUTE NUMBER PACIFIC HIGHWAY EAST - ROUTE 1E

GENERAL LOCATION:

3 MILES SOUTH OF MILWAUKIE, OREGON

GENERAL DESCRIPTION OF WORK:

TRAFFIC SIGNAL INSTALLATION

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
ADJUST SPRINKLER SYSTEM $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

AFTER FHWA CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

YOUR LETTER DATED MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-24-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
		DIVISION ENGINEER

K

TRANSACTION NUMBER 10-55

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-21-74

BY (Signature): L. W. RULIEN'S OCTOBER 14, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS SECTION 209

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 8 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
8	HHS-168(29)	0.0	43,700	39,330

10-24-74
ORIGINAL TO
L.W. Rulien

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
PACIFIC HIGHWAY EAST AT ROTHE ROAD-CLACKAMAS COUNTY-STATE OF OREGON.	PRELIMINARY ENGINEERING TRAFFIC SIGNALS

RECEIVED
OCT 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT THE TIMESAVING PROCEDURES ENUMERATED IN VOL. 6, CHAP. 8, SECTION 2 OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL APPLIES TO THIS PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

1115

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-21-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

745

R

PRO 6-2

October 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-168(29)

We are submitting program data for one project, Item No. 6, Project No. HHS-168(29), "Pacific Highway East at Rothe Road", which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-aid Highway Act of 1973.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-aid Highway Program Manual.

Enclosed is one copy of a narrative, with attached Traffic Signal Warrant Comparison, Collision Diagram, Vehicular Volume Diagram, etc., prepared by our Traffic Section for this project.

Since the project program contains all phases of preliminary engineering and construction, we hereby request your authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. and E. approval.

DRH:bb

Enc.

SPO

OREGON STATE HIGHWAY DIVISION
Region I
May 1974

REPORT OF SIGNAL WARRANT INVESTIGATION
Hwy. 1E - M.P. 9.22
Pacific Highway East at Roethe Rd.

It is recommended that a five-phase, fully-actuated traffic signal be installed at Roethe Road on Pacific Highway East.

A review of traffic conditions at the subject intersection for traffic signal consideration was made in response to the petition of local citizens headed by Mr. Larry Hermo, American Government Teacher, Rex Putnam High School. The review again shows that the intersection meets the interruption of continuous traffic warrants based on the March 1972 counting.

The attached update on reported accidents shows a marked increase in the number of signal preventable accidents. There were 8 in the last 12 months of study and a total of 12 of the reported 27 accidents during the study period.

As mentioned in your May 1 letter, this location is low on the statewide Traffic Signal Priority List because at that time it met only the interruption of continuous traffic warrant. The present weighted value is 10, but with the accident experiences it would be listed 45. The Roethe Road intersection would have a more favorable cost-benefit ratio based on the more recent accident records and could be considered under the Title II funding.

This location has been the subject of many investigations, has a heavy school bus use, and is experiencing an increased accident record. Based upon the accident history and traffic volumes the previously stated recommendation was made.

The estimated cost is $40,000.

RWF:GE:kw

Form 81-734-3010

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May [illegible], 1974

FILE:

Ronald W. Failmezger

FROM: RONALD W. FAILMEZGER
Regional Traffic Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: TRAFFIC SIGNAL INVESTIGATION
Pacific Highway East at
Roethe Rd.
ORE99E Hwy. No. 1E
MP 9.22

A review of traffic conditions at the subject intersection for traffic signal consideration was made in response to the petition of local citizens headed by Mr. Larry Hermo, American Government Teacher, Rex Putnam High School. The review again shows that the intersection meets the interuption of continuous traffic warrants based on the March 1972 counting.

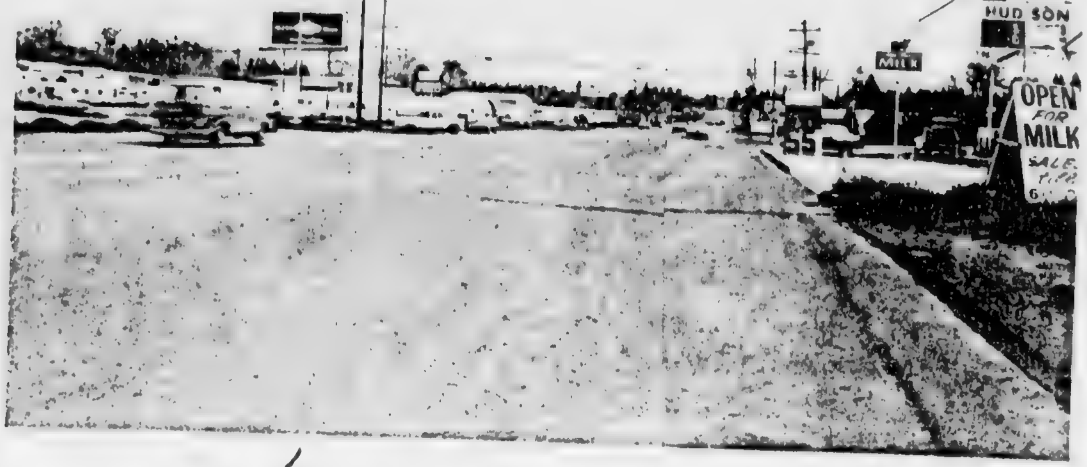
The attached update on reported accidents shows a marked increase in the number of signal preventable accidents. There were 8 in the last 12 months of study and a total of 12 of the reported 27 accidents during the study period.

As mentioned in your May 1 letter, this location is low on the state-wide Traffic Signal Priority List because at that time it met only the interuption of continuous traffic warrant. The present weighted value is 10, but with the accident experiences it would be listed 45. This is the same rating that the N. E. Portland Highway at Columbia Blvd. intersection has and was recently approved under the Title II funding because of its favorable cost-benefit ratio. The Roethe Road intersection would also have a more favorable cost-benefit ratio based on the more recent accident records and could be considered under the Title II funding.

This location has been the subject of many investigations, has a heavy school bus use, and is experiencing an increased accident record. I would appreciate another look at this location in light of this additional information.

RWF/lmc

[illegible]
TRAFFIC ENGINEERING



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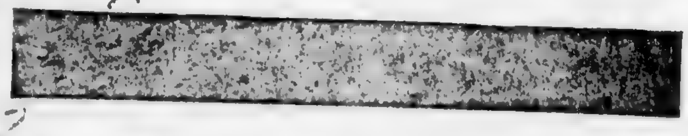

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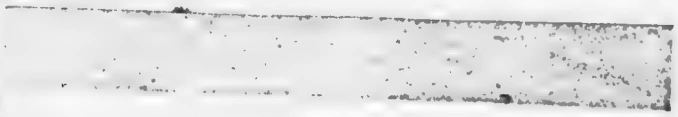
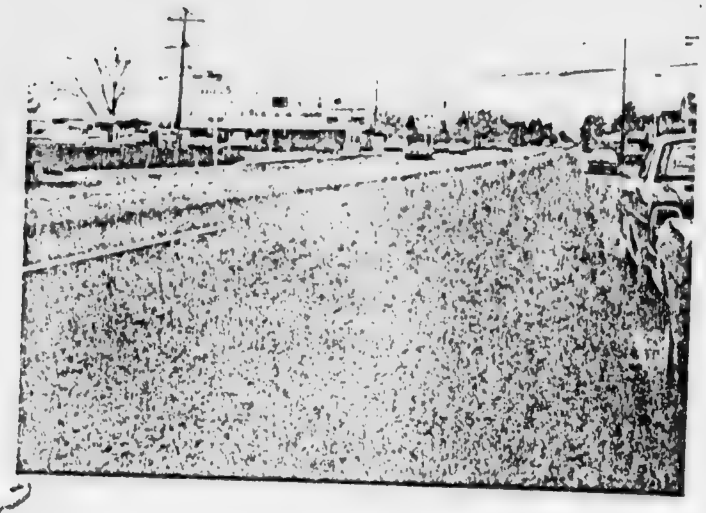


4.

TYPICAL VIEWS

Pacific Highway East at SE Roethe Road

1. Looking south on ORE99E from 250 feet north of SE Roethe Road.
2. Looking north on ORE99E from 250 feet south of SE Roethe Road.
3. Looking west on SE Roethe Road from 250 feet east of ORE99E.
4. Looking east on SE Roethe Road from 250 feet west of ORE99E.



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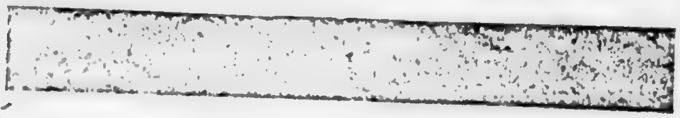

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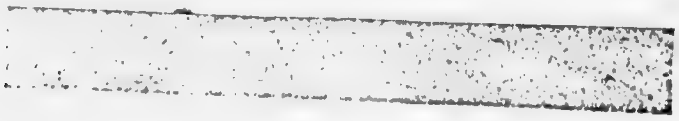
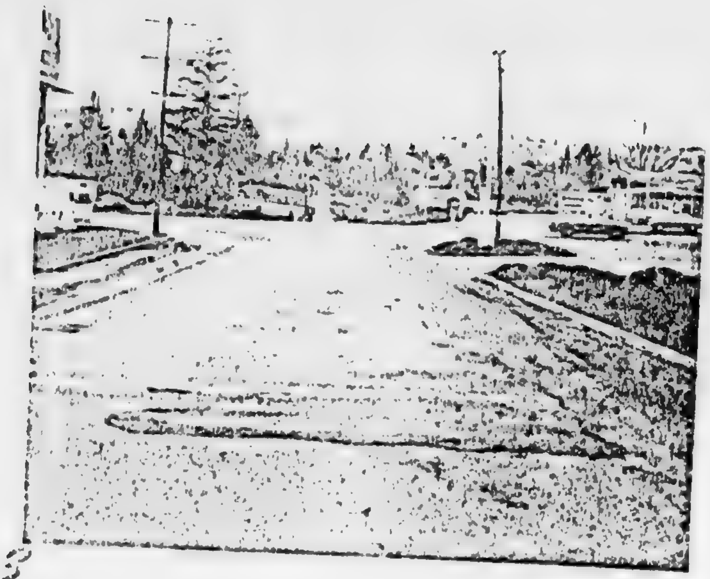


4.

TYPICAL VIEWS

Pacific Highway East at SE Roethe Road

1. Looking south on ORE99E from 250 feet north of SE Roethe Road.
2. Looking north on ORE99E from 250 feet south of SE Roethe Road.
3. Looking west on SE Roethe Road from 250 feet east of ORE99E.
4. Looking east on SE Roethe Road from 250 feet west of ORE99E.



3.

4.

TYPICAL VIEWS

Pacific Highway East at SE Roethe Road

1. Looking south on ORE99E from 250 feet north of SE Roethe Road.
2. Looking north on ORE99E from 250 feet south of SE Roethe Road.
3. Looking west on SE Roethe Road from 250 feet east of ORE99E.
4. Looking east on SE Roethe Road from 250 feet west of ORE99E.

4.

TYPICAL VIEWS

Pacific Highway East at SE Roethe Road

1. Looking south on ORE99E from 250 feet north of SE Roethe Road.
2. Looking north on ORE99E from 250 feet south of SE Roethe Road.
3. Looking west on SE Roethe Road from 250 feet east of ORE99E.
4. Looking east on SE Roethe Road from 250 feet west of ORE99E.

Hourly Volumes
Any 8 Hrs.
approaches
Hourly Mi
Same 8
volumes
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DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Pacific Highway East at SE Roethe Road
ORE 99E . Hwy No. 1E MP 7.22

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	1572	1537	1803	1310	1967	2203	2241	1531
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	74	72	72	22	97	74	147	73
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	3	2	4	2	1	4	3	0

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	3
Minor Street	105	1
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	53	3
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	420	8
Pedestrian Volume	105	0

4. Accident Experience:
Preventable Accidents (last 12 months) 8
Minimum Warrant 5

5. Systems Warrant:
Entering Volume (Weekday peak hour) —
Minimum Warrant 800

Date of Traffic Count 3, 5/15/74

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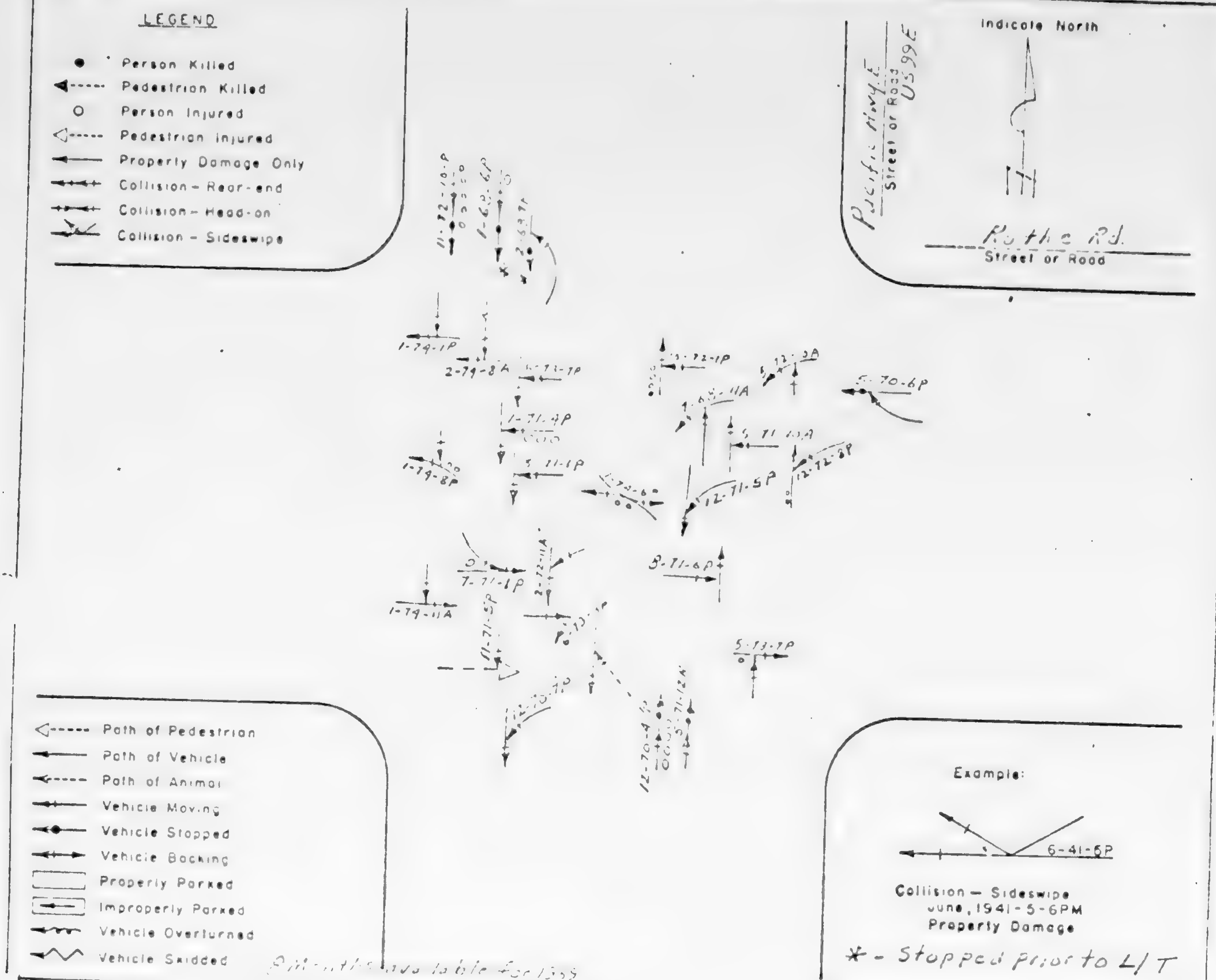
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ☐ standard warrants used.
☒ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated [illegible]

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis
COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Pacific Hwy East and Rothe Rd
Highway Number 1E (US99E) M.P. 9.22
Period Covered 1-1-68 to 2-28-74
Compiled by [illegible] Drawn by ______ Date 9-26-74



LEGEND

● Person Killed
◄----- Pedestrian Killed
○ Person Injured
◁----- Pedestrian Injured
◄—— Property Damage Only
Collision – Rear-end
Collision – Head-on
Collision – Sideswipe

◁----- Path of Pedestrian
◄—— Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage

* - Stopped prior to L/T

8 Months available for 1968

Collision Type	1968 - 1969				1970 - 1971				1972 - 1973				2 Mos. 1974				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on						1	3	4		2	1	3			3	3		3	7	10
Rear-end		1		1																
Sideswipe						1	1	2		1		1						3	1	4
Turning Movement			2	2																
Parking							4	4		1	3	4		2		2		3	9	12
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing						1		1										1		1
Misc																				
TOTAL		1	2	3		3	8	11		4	4	8		2	3	5		10	17	27

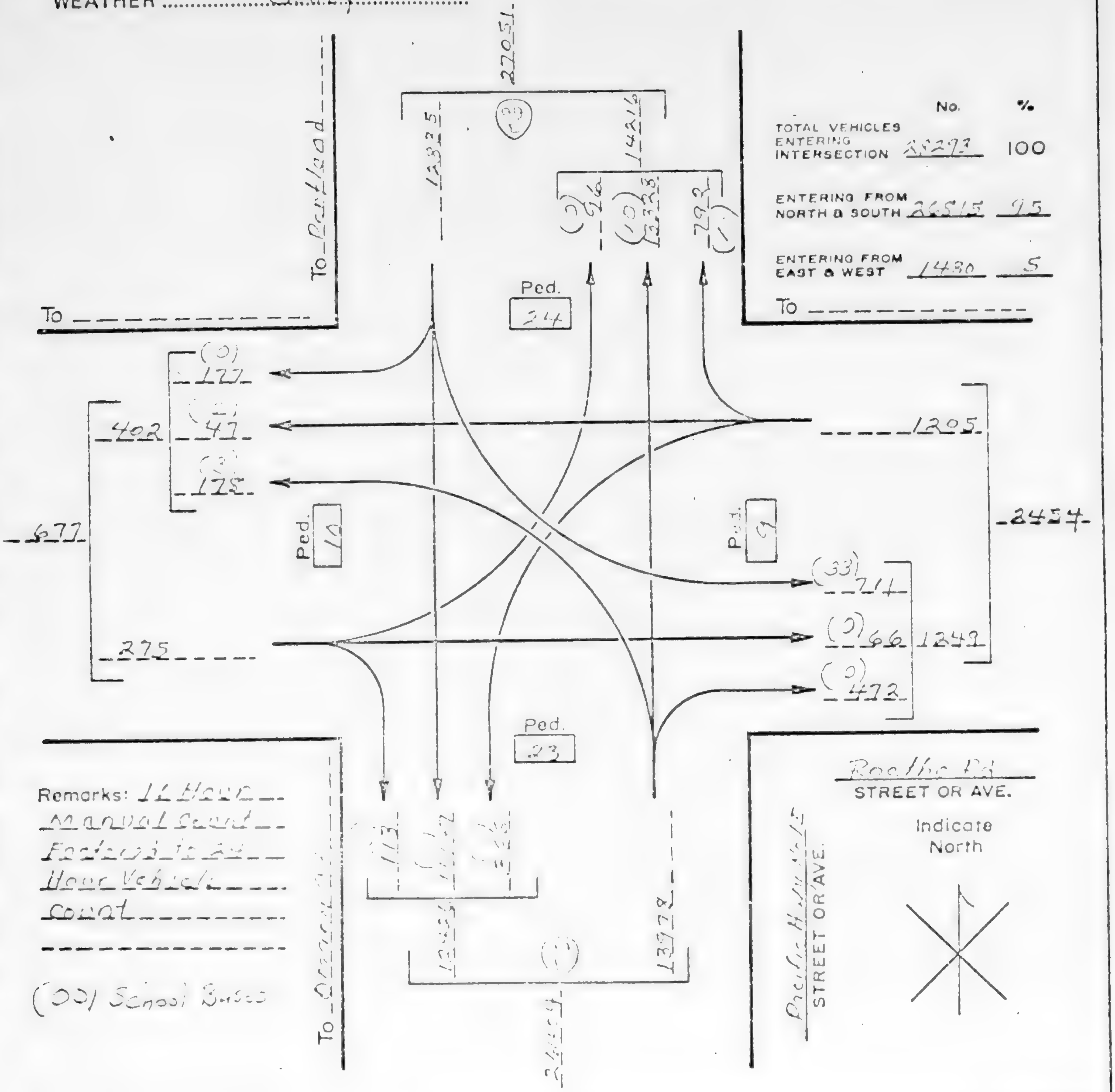
Form E-260 — 2M — 11-45 5/70

EGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTIO

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE March 13 & 15, 1973
DAY OF WEEK Mon. & Wed.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00A - 10:00P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00A - 10:00P
WEATHER Cloudy

CITY OR COUNTY Clackamas Co.
INTERSECTION OF Pacific Hwy No. 1-E
& Boelke Rd
MILE POST 9.22 Hwy No. 1-E
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	28293	100
ENTERING FROM NORTH & SOUTH	26515	95
ENTERING FROM EAST & WEST	1430	5

To

Boelke Rd
STREET OR AVE.

Pacific Hwy No. 1-E
STREET OR AVE.

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle count

(00) School Buses

Rev. 3-72

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date [illegible]
Day of week [illegible]
Hours counted [illegible]
Weather [illegible]

Classification [illegible]

City or County Clackamas Co
Intersection Pacific Hwy
& Roethe Rd
Mile Post 9.22 Hwy No. 1-E
Classification

TIME		SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North		East		West		South	
																							S	C	S	C	S	C	S	C
A.M.	6:00- 7:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1		9	5	2	2	1117	1011	95	48	5	155	40	8	736								
	7:00- 8:00	[illegible]	[illegible]	[illegible]	2	[illegible]	[illegible]	2	3	24	23	10	14	1232	1212	94	113	6	720	94	16	952	2	3	1	1			1	
	8:00- 9:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	7	17	23	6	5	1213	1120	94	93	6	631	66	32	739		2			1		3	
	9:00-10:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4	4	15	14	3	4	1423	1363	96	53	4	547	50	13	774			2	1				
	10:00-11:00	[illegible]	[illegible]	5	[illegible]	[illegible]	[illegible]	3	3	11	22	4	3	1355	1277	96	47	4	542	37	10	666				1			2	
	11:00-12:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	2	24	36	6	12	1751	1249	95	82	5	811	72	10	835								
P.M.	12:00- 1:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	3	26	27	5	5	1416	1328	95	90	5	392	73	12	916		1		1	4	1	3	
	1:00- 2:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	2	31	25	4	5	1273	1202	93	71	7	293	79	12	907	2							
	2:00- 3:00	[illegible]	[illegible]	[illegible]	7	[illegible]	287	2	3	23	30	17	11	1924	1810	94	114	6	332	82	32	928	1						2	
	3:00- 4:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5	3	17	37	2	14	2043	1927	95	96	5	937	87	9	930		1					1	
	4:00- 5:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	3	21	33	12	22	2421	2323	96	98	4	1315	74	24	1008	1							
	5:00- 6:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	7	17	33	3	21	2425	2271	93	137	7	1277	147	20	1014	1	2	1			1	2	
	6:00- 7:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	5	21	27	3	12	1775	1631	[illegible]	103	6	881	88	15	853					1			
	7:00- 8:00	31	[illegible]	12	[illegible]	[illegible]	[illegible]	2	3	12	15	4	13	1332	1232	96	50	4	592	35	15	640					2			
	8:00- 9:00	[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	1	1	9	15	4	8	986	929	96	35	4	470	27	11	453			1					
	9:00-10:00	[illegible]	[illegible]	[illegible]	6	[illegible]	371	5	2	8	15	3	5	943	892	95	51	5	501	40	11	371	1							
	10:00-11:00																													
	11:00-12:00																													
A.M.	12:00- 1:00																													
	1:00- 2:00																													
	2:00- 3:00																													
	3:00- 4:00																													
	4:00- 5:00																													
	5:00- 6:00																													
24-Hour total		711	772	[illegible]	[illegible]	[illegible]	13328	47	66	336	472	113	178	28293	26513	95	1430	5	12535	1205	275	12973								
16-Hour total		[illegible]	722	[illegible]	[illegible]	[illegible]	12114	43	60	223	427	103	162	25721	24475	95	1246	5	11665	1096	250	12707	15	9	5	4	3	2	19	[illegible]
-Hour total																														
Control																														
Factor																														

Tabulated by wl
Checked by wl

Pacific Hwy No. 1-E St. is North and South
Roethe Rd St. is East and West

Budget Bureau No. 41-R2067; Appro

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

10-14-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 99E, 2.0 Mi. N. of Clackamas River 21 65	**ADT**	PRESENT 25,000	FUTURE 28,000* (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STA C 4 12

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) HHS- 14 23	NUMBER 168 7	SEQ. (2

CARD 4	CLASS OF FEDERAL FUNDS (Section 209) High-Hazard Locations	COUNTY NAME Clackamas	CODE 005 (14) (16)
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P FEDERAL-AID 26 (32) STATE 1E (36)	U.S. -- (37) (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
									ESTIMATED PROJECT COST BY PHASES				
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**		SR 99E, 2.0 Mi. N. of Clackamas River (Int. of Rothe Rd.)	0.0	1,700	1,530	170		P. in fu tr
5					**ROW**		"Pacific Hwy. E. at Rothe Rd."						
5					**CONST** (CODE) TOPICS Y031			0.0	42,000	37,800	4,200		ROW Acc Par par

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	43,700 (16) (23)	39,330 (24) (33)	4,370	
1	14	PROGRAM APPROVAL DATES					REMARKS	

*Assuming high-level mass transit system operating in McLoughlin Blvd. corridor.

USC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

10-14-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99E, 2.0 Mi. N. of Clackamas River	**ADT**	25,000	28,000*	94	10	Oregon	41	142	8

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
gnals								HHS-	168	(29)	

DS (Section 209) High-Hazard Locations

Portland

COUNTY NAME: Clackamas CODE 005

ROUTE NO. P — FEDERAL-AID 26 — STATE 1E — U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 99E, 2.0 Mi. N. of Clackamas River (Int. of Rothe Rd.)	0.0	1,700	1,530	170		P.E. all phases; inst. multi-phase fully-actuated traffic signals.
ROW		"Pacific Hwy. E. at Rothe Rd."						
CONST (CODE) TOPICS Y031			0.0	42,000	37,800	4,200		ROW-120' normal; Access Control-none; Parking restrictions-partial.
IIY		PROJECT TOTALS	0.0	43,700	39,330	4,370		

APPROVAL DATES

REMARKS

*Assuming high-level mass transit system operating in McLoughlin Blvd. corridor.

USCOMM DUSCOMM-DC 48905-P61

PACIFIC HIGHWAY EAST AT ROTHE ROAD
PROJECT NO. HHS-168(29)

Existing Facilities: No traffic control signal; stop sign on Rothe Road.

Pacific East (FAP 26) -- 66-foot curb section with AC surface providing 4 travel lanes, 16-foot median with left-turn refuge lane.

Rothe Road -- bituminous surfaced 2-lane travelway.

Project Data:

1. All phases of preliminary engineering.
2. Install multi-phase fully-actuated traffic signals.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety projects on non-Interstate Federal-aid Highway Systems was concurred in by FHWA on May 8, 1974.

PPM 20-8 Requirements: Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2, of the Federal-aid Highway Program Manual.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

NOTE: The project is in Congressional District No. 3.

8146 Myrtle Cr-Canyonville Sec. 1975
Pacific Hwy 15 mi S. of Roseburg
9.5 mi grad,pav,struc,sign,&ill. #2

CXA 5220 - 2/24/75

Victor Atiyeh

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR
Info | Inves | R/D | D/A | Sign | Act | File

April 16, 1979

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No.	Section	Contract No.
I-80N-7(44)306	S. Baker Int.-Pleasant Valley Int.	8058

The reduction in price for the non-spec. Class "[illegible]" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126	Winchester Int.-Garden Valley Blvd.	8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 197[illegible].

I-5-2(81)77	Glendale Junction-N. Wolf Creek Int.	[illegible]

The reduction in price on this project was computed in accordance with our

RECEIVED

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

F-10(1) Gold Fish Farm-Lebanon 8441

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

☆U.S. GOVERNMENT PRINTING OFFICE: 1976-732-628

STATE COPY

cc: State (H. S. Coulter,
Washington, D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 8	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 4-9-79	REPORT MADE BY Vincent J. Tabor, Asst. Area Engineer		PROJECT NO. I-5-2(80)100
COMPLETION DATE 11-23-76	ACCEPTANCE DATE BY CONTRACT AGENCY 11-21-77	TIME ELAPSED 100 %	CONTRACT TIME 425 workdays
APPROVED EXTENSIONS None	LOCATION Myrtle Creek-Canyonville Section of Interstate 5, Canyonville Interchange, North 9.5 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY-INTERSTATE 5
Grading, Paving, Structures, Signing & Illumination

This project for necessary grading and paving to produce a 40' paved section in each direction with concrete median barrier, guardrail, structures widening/rehabilitation, signing, and illumination at interchanges.

Original overall project costs were estimated at $5,278,383, and the final costs show an overrun of 2.70 percent to $5,421,688. This was generally due to underestimated flagging, ditch excvavtion, obliteration of frontage road, drainage, and guardrail items.

Questions raised at the final inspection have been resolved in a manner not affecting acceptance of the project. In particular, the disposal of waste concrete from the old Gazley Bridge structure is not a matter directly involving the State or FHWA at this point in time. It is the contractor's responsibility. Price adjustments have been calculated for non-spec. AC resulting in a credit of $909.01 to Federal participation.

All supporting documentation has been received, and the project is considered satisfactory for final acceptance.

RECEIVED
STATE HWY ENGR
APR 12 '79
REFER TO
FOR
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE T. P. Lowe	SIGNATURE G. K. Hossner
TITLE Area Engineer	TITLE Field Operations Engineer
DATE	DATE 4/11/79

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

RCS HNG-30-02

8146-10

FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

CARD A

X

PART A

Oregon

Douglas

I-5-2(80)100

ROADWAY QUANTITY

	6201	X721 X281 X221
	4,430,860	582,523
	9.353	.149

April 17, 1975

November 23, 1976

3

PART B

84,622	$963,412		8	225
	1,705,477	461,541		
	557,659	4,020		
	593			
	1,940			

	1	64		
			12	165
	--------		18	348
			24	132
	9,055	177,430	36	38
		248,000		
	9,350			
	265	996		
	--------	-------		
	252,525			
	--------	--------		
	16,000	4,600		
	23,520			
	59,590		6	4,690
			8	1,948
		540	12	1,202
			18	3,083
			24	248
	93,091		XXXXXXXXXXX	
			30	4
	81,405		36	16
			60	88

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project [illegible] Secondary system [illegible]

Form PR-4[illegible] should be transmitted [illegible] Report [illegible]

[illegible] to the entire contract [illegible] PR-47 [illegible] of material but the quantity of [illegible] subsequently [illegible] original [illegible] "fast" copies [illegible]

Part A. – INFORMATION TO BE FURNISHED BY FEDERAL HIGHWAY ADMINISTRATION [illegible] (FEDERAL AID HIGHWAY PROGRAM MANUAL [illegible])

[illegible]

Length of Project [illegible]

[illegible]

Part B. – INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 [illegible] cement used on project. Do not [illegible] Item 11.

Items [illegible] and 92 [illegible] aggregates purchased from [illegible] gravel, crushed stone, etc. Do not [illegible] Items 11 and 12. Aggregates [illegible] reported as Item [illegible] or 95.

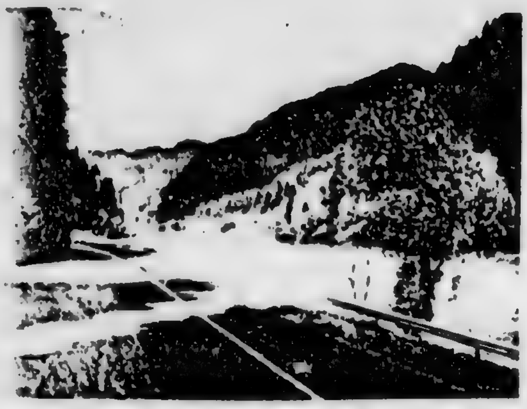
Item 3 [illegible] included in Item 12.

Item [illegible] used [illegible] excluding [illegible] thousand board feet [illegible] board feet.

Item [illegible]

Item [illegible]

[illegible]



PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

January 16, 1979

Ron Busey, Resident Engineer
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Recapitulation
Contract #8060, #8146, #8190, #8199

Dear Sir:

Congratulations!! It appears that the figures forwarded under your letter of January 8, 1979 are reasonably correct. We are willing to accept the 6.685 additional tons of payment for these four referenced projects.

Unless you hear to the contrary, we will assume your tack figures are correct. It seems that there is a possibility that we have a dispute with the oil company as to the return of a load. We will advise you if we feel there should be an additional adjustment.

We still feel that the Highway Division spent 2½ years in finaling these figures. After you sent us the complete set of plant reports for these projects (the contractor did not receive copies), it took approximately one hour to confirm your calculations. We sympathize with you for having to be the engineer remaining to compute this matter when it could have been so easily handled during the progress of the work. As we indicated to you, Mr. Gix, Mr. Keasey, and others attending the recent Salem meeting, the administration of construction contracts by the Highway Division during the past three years has been at a low ebb.

Hopefully, this 1975 project can now be finalized.

REFER TO
79

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

cc: W. C. Coulter
[illegible]

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

November 28, 1978

RECEIVED
STATE HWY ENGR
[illegible] '78
REFER TO
FOR

Ronald V. Busey, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Payment
Contracts #8146, #8060, #8190 & #8199

Dear Sir:

The following is in response to your calculations of September 11, 1978:

AR Asphalt	State Figures	Our Figures
Used	26,013.035 tons	26,013.035
Rejected	190.67	-0-
Tons Payable	25,822.365	26,013.035
Total Paid	25,796.530	25,796.530
Net Due	25,835	216.505
Tack		
Net Due	(2.79)	23,734

The 190.67 tons of AR and the difference in tack quantities is the dispute area.

In order that these areas be settled, we ask that you furnish the following information:

1. Documentation supporting the 190.67 tons of reject. Your recent figures do not address themselves as to how this figure was calculated and how the figures used in the calculations were generated.

Ronald V. Busey, Resident Engineer
November 28, 1978
Page 2

2. You refer to "tack returned to stock" and "ending inventory". We would like any invoices and other documents or reports you may have to support this. We have none.

In the event that you cannot support these calculations we would maintain our demands as requested. These projects were started in 1974 so your prompt attention is requested.

Sincerely,

J. C. COMPTON COMPANY

By:
Emerson B. Page

EBP:ca

RECEIVED
[illegible]
FOR
[illegible]

40

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 30, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contracts 8146 and 8199

These contracts have been finalled. The $35,000.00 deposited on 8146 and $40,000.00 on 8199 may be released or transferred to other projects.

Please notify this office as to the disposition of these deposits.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

FILED
JAN 10 1978
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 6, 1978

Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, OR 97205

Attention: Joseph A. Yazbeck, Jr.

Gentlemen:

This will acknowledge receipt of your letter of December 27, 1977, with attached Notice of Claim of Apex Fence Company stating that J. C. Compton Co. owes them for placement of temporary concrete barriers in the amount of $58,423.81.

From the description given in the claim, this appears to be in reference to the J. C. Compton Co. Contract No. 8146, Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

The Travelers Indemnity Company through Hansen & Rowland, Inc. furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
2150 Washington Plaza
Tacoma, WA 98402

bc: Hon. Norma Paulus - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

F. GORDON ALLEN
STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

December 27, 1977

CERTIFIED MAIL
Return Receipt Requested

Oregon State Highway Department
Transportation Commission
Salem
Oregon 97310

Attention: Cecil W. Head

Re: Oregon State Highway Department
Contract No. 8146, Myrtle Creek
Canyonville Section of Pacific
Highway in Douglas County.

Gentlemen:

You will find enclosed Notice of Claim by Apex Fence Company against the surety of the J. C. Compton Company on the above-referenced contract. Apex Fence Company was a subcontractor to J. C. Compton Company on this contract.

We have been retained to represent the Apex Fence Company on this matter, and we ask that the Notice of Claim be recorded with your office. If you have any questions on this matter, please contact us.

Very truly yours,

KOBIN & MEYER

Joseph A. Yazbeck.

Joseph A. Yazbeck, Jr.

Enclosure

cc: Secretary of State

RECEIVED
[illegible] 3 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: OREGON STATE HIGHWAY DEPARTMENT
TRANSPORTATION COMMISION
STATE OF OREGON

Attention: CECIL W. HEAD

NOTICE IS HEREBY GIVEN that the undersigned, APEX FENCE COMPANY, a California corporation, has a claim for placement of temporary concrete barriers and retainages wrongfully withheld in the sum of Fifty-Eight Thousand Four Hundred Twenty-Three Dollars and 81/100ths Dollars ($58,423.81) against the bond taken from J. C. Compton Company, principal, and Hanson and Roland, Inc. of Tacoma, Washington, and Travelers Indemnity Company of Hartford, Connecticut, sureties, for its work performed on the grading, paving, structure, signing and illumination Contract No. 8146 on the Myrtle Creek Canyonville Section of the Pacific Highway in Douglas County.

DATED: December 20, 1977.

APEX FENCE COMPANY

By ______________________
Don Sanders, SECRETARY-TREASURER

RECEIVED
JAN 3 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8146

November 28, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On November 23, 1977, we wrote to you concerning release of final payment on Contract No. 8146 awarded to J. C. Compton Co. for work on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

The total contract amount is $4,994,727.20 including $126,568.99 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
2150 Washington Plaza
Tacoma, WA 98402

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-2(80)100

STATE PROJECT NO.: See below

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

PROGRAM NO.:

ITEM NO.: I-808

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, oregon

DATE PS & E APPROVED 3-5-75	DATE AUTHORIZATION EFFECTIVE 7-7-77	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:

"Myrtle Creek-Canyonville Section"

GENERAL DESCRIPTION OF WORK:

Patch asphalt concrete pavement surface of both ends of structure No. 509B (Fords Bridge) Sta. 352+65 - 358+30.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~CONTRACT PRICE AND/~~OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 9-14-77 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 at a total estimated cost not to exceed $1,700 Federal Funds $1,568.

RECEIVED
STATE HWY ENGR
OCT 6 '77
REFER TO Church
FOR
D.R. Sign Act File

orig to

DATE: 9-20-77

SIGNATURE OF APPROVING OFFICIAL

TITLE: For Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

OREGON STATE HIGHWAY DIVISIO

Order for State Force Work

Contract No. 8146

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Myrtle Creek-Canyonville

Date Feb. 17, 1977

Highway Pacific

F.A.P. No. I-5-2([illegible])[illegible]

County Douglas

Prefix 610-1[illegible]

Account No. 270-05

Description of Work To Be Done: [illegible] asphalt concrete pavement surfaces of both ends of structure No. [illegible] ([illegible] Bridge) North and Southbound.

Location by Station Number: [illegible]

FHWA-ORE DIV APPROVED EFFEC.

Estimate of Quantities and Costs:

Materials- 40 [illegible] asphalt concrete mix @ $13.60 F.O.B., Roseburg
Labor-- $550.00
Equipment-- [illegible]
[illegible]-- [illegible]
Total-------- $1,[illegible]

Explanation: New [illegible] was damaged by the driving of sheet piling by Order for Extra [illegible] the pavement at ends of the structure. Contractor tried to repair the [illegible] was unable to get a good job because of weather conditions at the time of [illegible] contract work [illegible] the contractor has moved equipment from the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number assigned to that work as indicated in the account numbers assigned to state force work on contract job.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization		$[illegible]
Present estimate of project cost, including $1,[illegible] for work under this order		$[illegible]
Expected	under-run over-run (amount)	$[illegible]
Expected	under-run over-run (per cent)	[illegible]

Space to right of the line for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: ______
Regional Engineer

Approval Recommended: ______
For Construction Engineer or Bridge Engineer

Approved: ______
Construction Engineer

S.P.72830-13[illegible]

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

Contract	Prior Allocation Amount	Prior Allocation Rec.#	Amount of Change	New Allocation Amount	New Allocation Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

STATE OF OREGON
1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

J.C. Compton Company
P.O. Box 86
McMinnville, OR 97128

Attention: Alan Hay

Re: Contract 8146

Retainage requirements on this contract have been reduced to $35,000. You presently have $75,000 deposited in lieu of retainage on this contract. $40,000 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposits.

Bernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary

$ 25,000	146108	-0-	$ 25,000	146108
100,000	146129	-0-	100,000	146129
73,000	150120	-0-	73,000	150120
100,000	150202	-0-	100,000	150202
285,000	150291	(285,000)		
-0-		62,500	62,500	152162
$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	2-77
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Douglas
Project Number: I-5-2(30)100

See Letter [illegible]

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,380,966	$ 5,421,181
Federal funds	$ 4,965,550	$ 5,002,661
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity. To charge [illegible]
additional funds of [illegible] under PL [illegible]

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of February, 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: C. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon February 14, 1977

Federal Aid Project
No. I-5-2(80)100

MYRTLE CREEK-CANYONVILLE SECTION

PACIFIC HWY. IN DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway Safety (Sta. 3385+00 thru Equa. 3459+68.74 = 67+09.98 to Sta. 494+00)

Subtotal on previous estimate of April 30, 1976			$2,300,026.96
Previous Estimate General Excavation	400,000 cu.yd.	1.53	612,000.00
Revised Estimate General Excavation	423,895 cu.yd.	1.53	648,559.35
	Increase		$ 36,559.35
	Subtotal		$2,336,586.31
	Engineering		233,657.69
	TOTAL		$2,570,244.00

Type Code 6201
Roadway Paving (Sta. 3385+00 thru Equa. 3459+68.74 = 67+09.98 to Sta. 494+00)

Total same as previous estimate of April 30, 1976	$2,419,732.00
Total for structures same as previous estimate of April 8, 1975	$ 431,205.00

Length of Project - - - - - - - -	9.502 miles
Cost of Roadway (Safety) per mile	$270,495.05
Cost of Roadway (Paving) per mile	$254,655.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$2,570,244.00	$2,371,821.00	$198,423.00
Roadway Paving	2,419,732.00	2,232,925.00	186,807.00
Structures	431,205.00	397,915.00	33,290.00
TOTAL	$5,421,181.00	$5,002,661.00	$418,520.00

Group 1 - 100%
Contract No. 8146
Prefix: 610-1050

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-164

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

J.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State Oregon

County Douglas

Project Number I-5-2(80)100

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15 , 19 75 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,380,966	$ 5,380,966
Federal funds	$ 4,965,550	$ 5,380,966
Other revisions		

This modification is made for the following reasons: The Project Agreement executed April 15 , 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 415,416 ."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May , 1976 .

Oregon State Highway Division
(Official name of Highway Agency)

By C S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

GPO 895-313

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

K 1 -

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-57
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Douglas
Project Number	I-5-2(80)100

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,153,105	$ 5,380,966
Federal funds	$ 4,755,283	$ 4,965,550
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev 10 75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 30, 1976

Federal Aid Project
No. I-5-2(80)100

Myrtle Creek-Canyonville Section
Pacific Hwy. In Douglas County

Revised Project Agreement Estimate.
Type Code 6201
Roadway Safety (Sta. 3385+00 thru Equa. 3459+68.74 = 67+09.98 to Sta. 494+00)

Subtotal on previous estimate of April 8, 1975

Previous estimate			$2,239,592.50
Flagmen	1,000 hours	13.00	13,000.00
General Excavation	377,800 cu. yd.	1.53	578,034.00
			$ 591,034.00
Revised estimate			
Flagmen	2,700 hours	13.00	35,100.00
General Excavation	400,000 cu. yd.	1.53	612,000.00
SFO 1 Work by PP&L	All Required		3,969.50
SFO 2 Work by Cal. Pac.	Lump Sum		398.96
			$ 651,468.46
	Increase		60,434.46
	Subtotal		$2,300,026.96
	Engineering		230,002.04
	TOTAL		$2,530,029.00

Type Code 6201
Roadway Paving (Sta. 3385+00 thru Equa. 3459+68.74 = 67+09.98 to Sta. 494+00

Subtotal on previous estimate of April 8, 1975

Previous estimate			$2,053,045.00
Class "B" or "C" Asphalt Concrete Mixture	123,800 ton	5.00	619,000.00
Class "E" Asphalt Concrete Mixture	24,200 ton	7.00	169,400.00
Asphalt Cement In Mixture	9,740 ton	80.00	779,200.00
Membrane Waterproofing for Irwin O'xing Br. No. 8028 N & S	1,280 sq. yd.	8.00	10,240.00
			$1,577,840.00

Revised estimate

Class "B" or "C" Asphalt Concrete Mixture	129,500 ton	5.00	647,500.00
Class "E" Asphalt Concrete Mixture	26,500 ton	7.00	185,500.00
Asphalt Cement In Mixture	10,036 ton	80.00	802,880.00
Membrane Waterproofing for Irwin O'xing Br. No. 8028 N.Bd.	646.5 sq. yd.	8.00	5,172.00
EWO 7 Irwin O'xing Concrete Overlay	All Required		83,500.00
			$1,724,552.00
	Increase		146,712.00
	Subtotal		$2,199,757.00
	Engineering		219,975.00
	TOTAL		$2,419,732.00
Total for Structures Same as Previous Estimate of April 8, 1975			$ 431,205.00

Length of Project . . . . 9.502 miles
Cost of Roadway (Safety) Per Mile $266,262.78
Cost of Roadway (Paving) Per Mile $254,655.02

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway Safety	$2,530,029.00	$2,334,710.00	$195,319.00
Roadway Paving	2,419,732.00	2,232,925.00	186,807.00
Structures	431,205.00	397,915.00	33,290.00
TOTAL	$5,380,966.00	$4,965,550.00	$415,416.00

Group 1 - 100%
Contract No. - 8146
Prefix - 610-1050

-144

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-25-75	Form Approved; O.M.B. No. 04-R2089 STATE Oregon COUNTY Douglas PROJECT NO. I-5-2(80)100

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Canyonville Interch., N. 9.5 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER *(Specify)*	3-5-75	9.502

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT $ 5,153,105	FEDERAL FUNDS $ 4,755,283

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ____
Assistant State Highway Engineer
(Title)
By ____
(Title)
By ____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By ____
(Division Engineer)
G. L. Green
Date executed by Division Engineer ____

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. I-5-2(80)100

MYRTLE CREEK-CANYONVILLE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, April 8, 1975

Project Agreement Estimate.

Type Code 6201
Roadway Safety (Sta. 3385+00 thru Eq. Sta. 3459+68.74 =
Sta. 67+09.98 to Sta. 494+00)

Furnishing Field Laboratory Building	1	only	1,000.00	$ 1,000.00
Mobilization	All	Required		361,000.00
Temporary Protection and Direction of Traffic	All	Required		54,500.00
Temporary Signs	2,500	sq.ft.	3.50	8,750.00
Temporary Barricades, Type III	20	only	85.00	1,700.00
Temporary Concrete Barriers, Lighted	2,430	lin.ft.	10.00	24,300.00
Moving Temporary Concrete Barriers	1,030	lin.ft.	2.50	2,575.00
Flagmen	1,000	hour	13.00	13,000.00
Oversize Advance Construction Signs	2	only	3,000.00	6,000.00
Clearing and Grubbing	All	Required		14,000.00
Removal of Structures and Obstructions	All	Required		53,000.00
Ditch Excavation	210	cu.yd.	2.50	525.00
General Excavation	377,800	cu.yd.	1.53	578,034.00
Topsoil Excavation	16,500	cu.yd.	1.60	26,400.00
Extra for Select Topsoil Material	42,800	cu.yd.	0.60	25,680.00
Trench Excavation	3,680	cu.yd.	15.00	55,200.00
Obliteration of Roadway	780	sq.yd.	1.00	780.00
Watering	4,660	M-gal.	4.00	18,640.00
8-inch Nested Type Culvert Pipe	160	lin.ft.	10.00	1,600.00
8-inch Culvert Pipe	170	lin.ft.	7.00	1,190.00
12-inch Culvert Pipe	1,310	lin.ft.	5.50	7,205.00
18-inch Culvert Pipe	2,990	lin.ft.	8.00	23,920.00
24-inch Culvert Pipe	370	lin.ft.	12.00	4,440.00
30-inch Culvert Pipe	8	lin.ft.	20.00	160.00
36-inch Culvert Pipe	60	lin.ft.	27.00	1,620.00
60-inch Culvert Pipe	90	lin.ft.	45.00	4,050.00
Concrete Manholes	6	only	900.00	5,400.00
Special Concrete Manholes	1	only	1,500.00	1,500.00

Concrete Inlets, Type G-1	12 only	350.00	4,200.00
Concrete Inlets, Type G-2M	5 only	400.00	2,000.00
Concrete Inlets, Type G-2MA	26 only	450.00	11,700.00
Concrete Inlets, Type M-E	19 only	625.00	11,875.00
6-inch Drain Pipe	3,000 lin.ft.	3.00	9,000.00
8-inch Drain Pipe	1,624 lin.ft.	4.00	6,496.00
Special Filter Material in Drains	750 cu.yd.	23.00	17,250.00
Guardrail, Type 1	2,020 lin.ft.	5.55	11,211.00
Guardrail, Type 2A	40,800 lin.ft.	6.10	248,880.00
Guardrail, Type 3	650 lin.ft.	15.50	10,075.00
Metal Median Barrier Connection	64 lin.ft.	18.00	1,152.00
Guardrail Anchors, Type 1	39 only	195.00	7,605.00
Guardrail Anchors, Type 2	21 only	195.00	4,095.00
Extra for Guardrail Bridge Connections	27 only	300.00	5,700.00
Rail End Pieces, Type A	22 only	16.00	352.00
Rail End Pieces, Type B	3 only	40.00	120.00
Rail End Pieces, Type C	39 only	95.00	3,705.00
Type 2 Fence	18,400 lin.ft.	1.40	25,760.00
16' Single Gates	4 only	220.00	880.00
20' Single Gates	4 only	245.00	980.00
Extra for Asphalt Approaches	18 only	100.00	1,800.00
Concrete Barrier	22,780 lin.ft.	10.80	246,024.00
Paved Culvert End Slopes	780 sq.ft.	8.00	6,240.00
Drainage Curbs	3,080 lin.ft.	1.50	4,620.00
Guide Posts	600 only	14.00	8,400.00
Adjusting Inlets	7 only	100.00	700.00
Roadside Seeding and Mulching	140 acre	381.00	53,340.00

Signing

Removal of Existing Sign Installation	All Required		2,200.00
Painted Wood Sign Posts	All Required		5,700.00
Sign Support Footings	All Required		8,000.00
Breakaway Sign Posts	All Required		21,600.00
Single Sign Supports	All Required		5,600.00
Double Sign Supports	All Required		6,300.00
Triple Sign Supports	All Required		6,000.00
Exit Sign Supports	All Required		3,400.00
Move Existing Cantilever Sign Structure	All Required		1,600.00
Type "A" and "B" Signs in Place	2,071 sq.ft.	9.00	18,639.00
Type "C", "D" and "R" Signs in Place	760 sq.ft.	4.50	3,420.00
Type "EE" Signs in Place	303 sq.ft.	6.00	1,818.00
Type "F", "G" and "H" Signs in Place	255 sq.ft.	5.00	1,275.00

Type "U" and "V" Signs in Place	91 sq.ft.	6.50	591.50
Move and Modify Existing Signs	All Required		1,800.00
Thermoplastic Pavement Arrows	7 only	60.00	420.00
Illumination			
Removal of Existing Illumination	All Required		2,500.00
Roadway Lighting Poles and Arms	All Required		40,000.00
Foundations	All Required		10,800.00
Luminaires and Ballasts	All Required		6,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		21,000.00
			$2,168,992.50
Anticipated Items			
Slide Correction (E.W.)	All Required		$ 50,000.00
Temporary Erosion Control (E.W.)	All Required		5,000.00
Plant Trees at Material Source (E.W.)	All Required		5,000.00
Remove Jutting Rocks (Sta. 275 to 308)(E.W.)	All Required		5,000.00
On-the-Job Trainees (7 @ $800)(E.W.)	All Required		5,600.00
			$ 70,600.00
	Subtotal		$2,239,592.50
	Engineering		223,958.50
	Total		$2,463,551.00

Type Code 6201
Roadway Paving (Sta. 3385+00 thru Eq. Sta. 3459+68.74 = Sta. 67+09.98 to Sta. 494+00)

Aggregate Shoulders	80,400 ton	3.35	$ 269,340.00
Plant Mix Aggregate Base	30,500 ton	4.35	132,675.00
Class "B" or Class "C" Asphalt Concrete Mixture	123,800 ton	5.00	619,000.00
Class "E" Asphalt Concrete Mixture	24,200 ton	7.00	169,400.00
Asphalt Cement in Mixture	9,740 ton	80.00	779,200.00
Portland Cement Additive in Class "E" Mixture	240 ton	60.00	14,400.00
Asphalt in Tack Coat	150 ton	100.00	15,000.00
Membrane Waterproofing for Yokum Rd. O'xing Br. No. 8027A	1,535 sq.yd.	8.00	12,280.00
Membrane Waterproofing for Myrtle Cr. Intchge. Str. Br. No. 7950	980 sq.yd.	8.00	7,840.00

Membrane Waterproofing for Weaver RR O'xing Br. No. 7952A	1,810 sq.yd.	8.00	14,480.00
Membrane Waterproofing for Irwin O'xing, Br. No. 8028 N & S	1,280 sq.yd.	8.00	10,240.00
Expansion Joint and Paving Dam for Weaver RR O'xing, Br. No. 7952A	65 lin.ft.	26.00	1,690.00
			$2,045,545.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 4,500.00
Stage Construction Striping (S.F.)	All Required	3,000.00
		$ 7,500.00
	Subtotal	$2,053,045.00
	Engineering	205,304.00
	Total	$2,258,349.00

Type Code X721
Weaver Rd. U'xing, Br. No. 7953B (Sta. 12+66.77 to Sta. 14+94.77) Length 228'

Raise Existing Bridge	All Required	$ 49,000.00
Surface Finish Existing Bridge	All Required	5,500.00
		$ 54,500.00

Type Code X281
Gazely Rd. U'xing, Br. No. 8026A (Sta. 8+87 to Sta. 11+06) Length 219'

Bridge Removal Work	All Required		$ 5,500.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	250 cu.yd.	10.00	2,500.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Furnish HP 10x42 Steel Piling	750 lin.ft.	15.00	11,250.00
Drive Steel Piles	20 only	250.00	5,000.00
Splice Steel Piles	5 only	50.00	250.00
Structural Concrete, Class 3300 (180 cu.yd.)	All Required		28,000.00
Structural Concrete, Class 4000 (180 cu.yd.)	All Required		28,000.00
105'/110' Type IV Prestressed Beams	7 only	5,000.00	35,000.00
115'/120' Type IV Prestressed Beams	7 only	6,000.00	42,000.00

Membrane Waterproofing for Weaver RR O'xing Br. No. 7952A	1,810 sq.yd.	8.00	14,480.00
Membrane Waterproofing for Irwin O'xing, Br. No. 8028 N & S	1,280 sq.yd.	8.00	10,240.00
Expansion Joint and Paving Dam for Weaver RR O'xing, Br. No. 7952A	65 lin.ft.	26.00	1,690.00
			$2,045,545.00

Anticipated Items		
Permanent Pavement Striping (S.F.)	All Required	$ 4,500.00
Stage Construction Striping (S.F.)	All Required	3,000.00
		$ 7,500.00

Subtotal	$2,053,045.00
Engineering	205,304.00
Total	$2,258,349.00

Type Code X721

Weaver Rd. U'xing, Br. No. 7953B (Sta. 12+66.77 to Sta. 14+94.77) Length 228'

Raise Existing Bridge	All Required	$ 49,000.00
Surface Finish Existing Bridge	All Required	5,500.00
		$ 54,500.00

Type Code X281

Gazely Rd. U'xing, Br. No. 8026A (Sta. 8+87 to Sta. 11+06) Length 219'

Bridge Removal Work	All Required		$ 5,500.00
Shoring, Cribbing, Etc.	All Required		10,000.00
Structure Excavation	250 cu.yd.	10.00	2,500.00
Structure Excavation Below Elevation Shown	25 cu.yd.	25.00	625.00
Furnish HP 10x42 Steel Piling	750 lin.ft.	15.00	11,250.00
Drive Steel Piles	20 only	250.00	5,000.00
Splice Steel Piles	5 only	50.00	250.00
Structural Concrete, Class 3300 (180 cu.yd.)	All Required		28,000.00
Structural Concrete, Class 4000 (180 cu.yd.)	All Required		28,000.00
105'/110' Type IV Prestressed Beams	7 only	5,000.00	35,000.00
115'/120' Type IV Prestressed Beams	7 only	6,000.00	42,000.00

Reinforcement (59,800 lb.)	All Required		18,000.00
Reinforced Concrete Bridge End Panels	155 sq.yd.	40.00	6,200.00
Two Tube Metal Railing	520 lin.ft.	30.00	15,600.00
Preparation of Slopes	530 sq.yd.	5.00	2,650.00
Concrete Slope Paving	530 sq.yd.	11.00	5,830.00
Berm Paving	100 sq.yd.	10.00	1,000.00
Slope Paving Curb	30 lin.ft.	10.00	300.00
8-inch Culvert Pipe	180 lin.ft.	5.00	900.00
			$ 218,605.00

Type Code X221
Yokum Rd. O'xing, Br. No. 8027A (Sta. 366+45.85 to Sta. 367+65.85)

Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, Etc.	All Required		7,000.00
Structure Excavation	170 cu.yd.	10.00	1,700.00
Structure Excavation Below Elevation Shown	20 cu.yd.	30.00	600.00
Furnish HP 10x42 Steel Piling	450 lin.ft.	15.00	6,750.00
Furnish HP 12x53 Steel Piling	600 lin.ft.	17.00	10,200.00
Drive Steel Piles	33 only	250.00	8,250.00
Splice Steel Piles	8 only	50.00	400.00
Structural Concrete, Class 3300 (100 cu.yd.)	All Required		16,000.00
Structural Concrete, Class 4000 (255 cu.yd.)	All Required		25,000.00
Reinforcement (88,800 lb.)	All Required		25,000.00
Reinforced Concrete Bridge End Panels	200 sq.yd.	40.00	8,000.00
			$ 118,900.00
	Subtotal		$ 392,005.00
	Engineering		39,200.00
	Total		$ 431,205.00

Length of Project - - - - - - - - -	9.502 miles
Cost of Roadway (Safety) Per Mile	$259,266.57
Cost of Roadway (Paving) Per mile	$237,670.91

Work Retained in Program Status

Work by PP & L	All Required	$ 4,500.00
Work by Cal. Pac.	All Required	1,500.00
	Subtotal	$ 6,000.00
	Engineering	600.00
	Total	$ 6,600.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Safety	$2,463,551.00	$2,273,364.00	$190,187.00
Roadway Paving	2,258,349.00	2,084,004.00	174,345.00
Structures	431,205.00	397,915.00	33,290.00
Subtotals	$5,153,105.00	$4,755,283.00	$397,822.00
Retained in Program	6,600.00	6,090.00	510.00
Totals	$5,159,705.00	$4,761,373.00	$398,332.00

Group 1 - 100%

Contract No. 8146

Prefix No.: 610-1050

MYRTLE CREEK-CANYONVILLE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$1,500.00

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Myrtle Creek-Canyonville Sect.

WEEK ENDING: Jan. 22, 1977

SECTION PREFIX: 610-1050

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Myrtle Creek-Canyonville Sect.

KIND OF WORK: Grading, Paving, Structures, Signing & Illum.

CONTRACTOR: J.C. Comtpon Co.

CONTRACT NUMBER: 8146

FEDERAL AID PROJECT NUMBER: I-5-2(80)100

DATE OF CONTRACT: April 4, 1975

DATE WORK STARTED: April 17, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 425

WORK DAYS USED / CALENDAR DAYS USED: work 425

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: 5,278,383.31

EXCLUSIVE OF ENGINEERING: 4,903,011.91

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,019,657.26

ESTIMATED PERCENT OVERRUN: 5 %

ENGINEERING AUTHORIZATION: $375,371.40
1,200.

ENGINEERING COST TO DATE: $383,419

PERCENT OF AUTHORIZATION: 102 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: Nov 23, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.5	9.5			9.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	377,800 CY	110,000 Tons			154,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE	420,000 CY	107,316 "			156,300 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	" "	" "			" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Clear	0		
MONDAY 17	"	0		
TUESDAY 18	"	0		
WEDNESDAY 19	Cloudy	0		
THURSDAY 20	"	0		
FRIDAY 21	2	0		
SATURDAY 22		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by the contractor
TUESDAY	" " "
WEDNESDAY	" " "
THURSDAY	" " "
FRIDAY	" " "
SATURDAY	

REMARKS

No Activity by the contractor.

Four men working on Semi-final during the week.

SIGNED W.A. Tison LOCATION Myrtle Creek

W.A. Tison Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

J.C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

Attention: Allen Hay

Re: Contract 8146

Retainage requirements on this contract have been reduced to $75,000. You presently have $241,000 in deposits in lieu of retainage on this contract that may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog,
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
McMinnville Branch

bc: **C. Barrett**
R. Church
C. Head

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

NOTED
C. W. HEAD

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77 5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8333	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless [illegible] instructed in writing by the owner

NOT NEGOTIABLE

10-208 7/74

Customer Copy

December 8, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton
Contracts 8146, 8222, 8236

Please find enclosed safekeeping receipt 14[illegible], covering City of [illegible] bonds [illegible] $9,000 and 14[illegible], covering City of Lake Oswego bonds 1-8, $36,714.63.

I overlooked the portion of your October 2[illegible], 1976 letter to us stating that you were sending these bonds for collection.

This transaction will result in a $7,000 decrease in deposits on contract 8[illegible], a $[illegible]1,000 increase on contract 8222, and a $27,714.63 decrease on contract 8236.

V.L. Shoog

By ______________________
[illegible]
Contract [illegible] Executive

cc: J.C. [illegible]

JLP:[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00	—	83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate 270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $6,000. At any time, $37,000 may be released to the contractor or applied to other contracts.

Warren E. Skoog
Controller

By ______________________
[illegible]
Contract [illegible]

cc: J.C. Compton

bc: C.H. Head R. Church C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7-1-

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-2(77)100
STATE PROJECT NO.: See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.:

COUNTY NAME: Douglas

ITEM NO.: I-765

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 5 '76
REFER TO Julien
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 10-19-76

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

"Myrtle Creek - Canyonville Section"

GENERAL DESCRIPTION OF WORK:

Acquisition of right of way.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10-26-73 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 10-18-76 letter, you are authorized to proceed with the actual acquisition of File #49418-Alspaugh at a total estimated cost of $500 - Federal funds $460. Federal participation is limited to that right of way actually incorporated in the final location.

DATE: 10-29-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By ______________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OF OREGON

150247

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No 17

Date 9/28/76

[illegible]

☐ CR. [illegible]

☐ CR. [illegible]

☐ [illegible]

For The Account of
Oregon State Highway Division

Deposited by J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 27 [illegible]
dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of Cert. No. XXX
256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged [illegible] entered for collection through the usual channels with [illegible] for [illegible] collection [illegible] We assume no responsibility [illegible] are hereby authorized by the party to whom this receipt is [illegible] instructed in writing by the owner [illegible] of the above at the maturity thereof or prior thereto [illegible]

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

1-5

Salem, Oregon
September 28, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49418 - Alspaugh
Myrtle Creek - Canyonville Section
Pacific Highway
Douglas County

Attached is a description, an authorization and R/W prints covering a drainage easement for the subject contract project.

Also attached is the material sent to you by Virgil Wilson along with the request for a description.

BY: S
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 27, 1978

FILE:

FROM: Donald L. Trout
Office Engineer

Donald L. Trout

TO: MEMO TO THE FILES

SUBJECT: Hess Property
Division of State Lands
Permit Violation
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

Early in 1976 we were notified by the Division of State Lands of a permit violation relating to the above highway project. The problem concerned the contractor and a local property owner. Since then the matter has gone through the Courts and the work in violation of the permit has been corrected.

The attached letter from the Division of State Lands indicates they have accepted the restoration work.

DLT:jh
cc: C. T. Keasey
Alfred Shirley, Jr.

1 Versteeg ✓
Christensen
George
Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 27 1978
ENGINEERING SECTION

Trout
Do Not File
Return To
Bring Up
Action

STATE OF OREGON
1859

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

September 26, 1978

Mr. Norman B. Hess
8516 Cedros Avenue
Panoroma City, CA 91420

Dear Mr. Hess:

Re: SP 955

We have inspected the bank restoration project on your property on the South Umpqua River near the City of Riddle in Section 19, Township 30 South, Range 5 West, W.M.

The restoration has been completed to our satisfaction insofar as the question of esthetics is concerned. Because of the nature of the material behind the surface cover, we do not feel it is necessary to evaluate the structural capabilities of the revetment to withstand scour and protect adjacent land. We are closing our file on this matter. We appreciate your cooperation and ask that you contact Mr. Greg Willnow of our office if there are any questions.

Sincerely,

WILLIAM S. COX
Director

Stanley F. Hamilton, P.E.
Waterway Manager

SFH:jms

cc: Brent Forsberg, Dept. of Fish & Wildlife
David M. Anderson, District Biologist
Don Trout, Dept. of Transportation
J.C. Compton Company

RECEIVED
SEP 26 1978
Do Not File
Return To

FORM 81-734-3030

B/U ~~5-16-77~~
~~6-1-77~~
FILE: ~~7-1-77~~
~~8-1-77~~
~~9-1-77~~
~~10-1-77~~
~~11-1-77~~
~~12-1-7~~
~~1-3-78~~
B/U ~~2-1-78~~
~~3-1-78~~
~~4-1-78~~
~~6-1-78~~
~~7-1-78~~
8-10-78

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
December 2, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMO TO THE FILES

SUBJECT: Hess Property
Division of State Lands Permit
Violation
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

A telephone contact with Mr. Jack Ayers, in the Region Office in Roseburg, revealed the contractor had not yet cleaned up the mess on the Hess property.

A subsequent call to Mr. Eugene Schmitz, Division of State Lands, revealed they had very recently filed a suit against Mr. Hess, the property owner. Also, recently there was a meeting on the site with representatives from the Division of State Lands, Oregon State Highway Division, the contractor, and attorneys for both sides. The apparent feeling was that the problem was severe and needed to be corrected, according to Mr. Schmitz. There is apparently a suitable area nearby where the rubble could be deposited and buried. The contractor is willing to do this as soon as he can get written approval from the property owner. The contractor had been informed sometime ago that the project could not be finaled out until this area was cleaned up.

Mr. Schmitz expressed appreciation for the fact the contractor had not been released prior to correcting the situation.

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
RECEIVED
JAN 05 1978
ENGINEERING SECTION
Trout
Do Not File
Return To
Bring Up /
Action

DLT:az
cc: C. T. Keasey
A. E. Shirley, Jr.--Please let me know when the work is complete.

activity
Bud S.

Versteeg ✓
Olson
Scott
Swenson
RECEIVED
DEC 06 1976
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

1859

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

August 10, 1976

CERTIFIED MAIL

Mr. Norman Hess
8516 Cedras Avenue
Panorama City, CA 91420

Dear Mr. Hess:

Re: SP 955 - Violation

In December, 1975 we wrote to you concerning a violation of the above-referenced permit issued by the Division of State Lands. The violation resulted when broken concrete from a demolished bridge was used as riprap along the South Umpqua River instead of rock from Mt. Nebo as stated in your application.

The use of broken concrete material such as that involved in your project is not consistent with the state's waterway management policy. There are two alternatives to remedy this violation that are acceptable to the Division of State Lands:

1. Remove all of the broken concrete material back to the native stream bank.

2. Remove all large chunks of concrete (over 1 1/2 feet largest dimension), cut off all rebar in the remaining material, and cover the remaining small (under 1 1/2 feet largest dimension) concrete chunks with clean, upland quarry rock. There is to be no appreciable increase in upland area as a result of the project.

This matter has been pending for some eight months now, and the time has come for the work to be done. If we do not have

RECEIVED

9

positive assurance from you by August 21, 1976, that the material will be removed by September 15, 1976, we may proceed at that time with litigation to accomplish the restoration that is appropriate. We are hopeful that such an extreme measure is not necessary.

Sincerely,

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:kp

cc: Don Trout
A. E. Shirley
J. C. Compton Co.
Jerry Bauer

FORM 81-734-3030

AK

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
April 2, 1976

RECEIVED
APR 12 1976
CONSTRUCTION
SECTION

Richards
Glenn
Berg
Johnsen
Walker

FILE:

FROM: Donald L. Trout
Design Office Engineer

Donald L. Trout

TO: C. T. Keasey
Construction Engineer

SUBJECT: Division of State Lands Permit Violation
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Attached you will find correspondence addressed to me from the Division of State Lands concerning a permit violation apparently involving rubble from our highway project.

Generally what has happened is that a property owner obtained a permit and made a deal with the contractor to get some riprap. The property owner thought he was to get rock riprap from the "Mt. Nebo" project but when all was done he wound up with rubble that apparently came from the old Gazley Road Bridge over I-5. Things have been left in an unsightly mess as can be seen from the enclosed pictures.

Since the contract is not complete we can undoubtedly put some pressure on the contractor to take care of this problem.

Please take appropriate action and keep me informed so I can reply to the Division of State Lands. If I can be of any assistance, please call.

Please return the file to this office when the problem has been corrected.

✓

DLT:jh
cc: H. S. Coulter
Alfred Shirley, Jr.

ROSEBURG REGION
RECEIVED
APR - 7 1976

2-6-76
C: C.T. Keasey - There was & is no intent to leave the material "GS-15". This is a current active project & the problem will be taken care of.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DOUGLAS

THE STATE OF OREGON, Acting by)
and through William S. Cox,)
Director, Division of State)
Lands,)
)
Plaintiff,) No. 76-2468
)
v.) DECREE
)
NORMAN B. HESS and J.C.)
COMPTON COMPANY,)
)
Defendants.)

Trial of the above matter was held on the 18th day of October, 1977 before the Honorable Charles S. Woodrich, plaintiff State of Oregon appearing by it's Attorney General James A. Redden, per Clarence R. Kruger, Assistant Attorney General, defendent Norman B. Hess appeared in person and by and through his attorney Ronald Poole, and defendant corporation J.C. Compton Company appeared by and through it's attorney William B. Wyllie.

The court having heard the testimony of witnesses, including stipulation of the parties, receives evidence and argument of counsel and now being fully advised in the premises makes these

GENERAL FINDINGS

(1) That defendant Norman B. Hess was issued a permit by the Division of State Lands on October 11, 1974 to riprap a portion of his property on the bank of the South Umpqua River in Douglas County, Oregon described as a TL 2-3-S-19-30-R-5 and TL 2-1-S-19-T-30-R5. The riprap area is within the waters of this State.

(2) That subsequent to the issuance of the permit defendant Norman B. Hess contracted with defendant J.C. Compton to place riprap material on the permit site.

(3) That defendant J.C. Compton Company, through a subcontractor, caused large chunks of concrete from a highway overpass demolition project to be dumped upon defendant Hess's property as riprap material.

(4) That the permit issued by the Division of State Lands to Norman B. Hess did not contemplate the use of large chunks of concrete to be dumped on the banks of the South Umpqua River as being riprap material.

(5) The large chunks of concrete with rebar protruding which was dumped on defendant Hess's property was contrary to the conditions set out in the permit, both as to the size and type of material and the placement of the material on the bank.

Based upon the foregoing, the court makes the following

CONCLUSION OF LAW

(1) Defendants Norman B. Hess and J.C. Compton Company have jointly and severally created a public nuisance.

Based upon the findings of fact, conclusions of law and balancing the equities under the circumstances, the court now enters the following

DECREE

(1) Defendant J.C. Compton Company at his own expense shall perform the following work on the banks of the South Umpqua River

on the property of defendant Norman B. Hess in Douglas County, Oregon, described as TL 2-3-S-19-30-R-5 and TL 2-1-S-19-T-30-R5;

(a) Cut the rebar (reenforcing rods) protruding from all concrete.

(b) Cut a toe trench in a suitable and workman like manner to receive the concrete.

(c) Move the large chunks of concrete into the bank so that riprap material as contemplated by the permit may be placed thereon.

(2) Defendant Norman B. Hess at his own expense shall perform the following work on his property as described herein:

(a) Place suitable riprap as contemplated by the permit over the large chunks of concrete pushed in place by defendant J.C. Compton Company.

(b) Maintain and protect the riprap for a period of ten years after placement thereon.

(3) Defendants J.C. Compton Company and Norman B. Hess shall commence the work described above no later than the first dry weather of 1978 and once commenced shall complete the work.

(4) Defendants J.C. Compton Company and Norman B. Hess shall complete the work described herein no later than August 31, 1978.

(5) Defendant J.C. Compton Company shall notify Division of State Lands prior to commencement of the work ordered to be performed in sufficient time to allow the Division of State

Lands to be present.

(6) Defendant Norman B. Hess shall notify Division of State Lands prior to commencement of the work ordered to be performed in sufficient time to allow the Division of State Lands to be present.

(7) No costs or disbursements to any of the parties.

Dated this 9 day of November, 1977.

/s/Charles S. Woodrich
Charles S. Woodrich
Circuit Judge

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $ 287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(98,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 10, 1976

FROM: Merlyn Anderson
Landscape Designer

TO: Bill Tison
Resident Engineer

SUBJECT: Myrtle Creek-Canyonville
Pacific Highway
Contract No. 8146

Attached is a suggested planting plan for Kummer Bar.

1. Some of the trees designated for the west side of the project may not be required in the location shown. These could be utilized elsewhere.
2. Estimated cost of trees and shrubs includes fertilizer, soil conditioner, and labor.

   Trees-each--$15.00 to $20.00

   Shrubs-each--$3.00 to $4.00
3. Enclosed is a portion of the planting special provisions.

MA:az
cc: Alfred Shirley
Hal Versteeg

Ha

____ Versteeg ____
__/__ Olson ____
____ Christensen ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED

AUG 1[illegible] 1976

Requires Reply
Requires Approval
Receiver Keep
[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

Ju[illegible] 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222,

We received your safekeeping receipt 15021[illegible] covering TCD 25661, $386,000. This renews TCD's 251341, [illegible],000 and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/[illegible] [illegible]
Clackamas SD #28, 176/[illegible] [illegible]
Salem Hts. Water Dist., 205/67 [illegible]
Alto Park Water, 22/3 [illegible]

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD from that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by ____________________
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

cc: GW Head
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

10621?

Date June 1?, 1976

[illegible]

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

nds in these
rtificate
be released
J. C.
ompton Co.
nly pon
rit..n notice
disburse
rom Oregon
tate Highway
Division

$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621) in lieu of retainage for

Job #8146	$21,000
Job #8059/60	$192,000
Job #8199	$55,000
Job #8222	$39,000
Job #8236	$30,000

RECEIVED
JUN 1? 1976
CONTRACT A[illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged [illegible] entered for collection through the usual channels without further instructions, [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing [illegible]

NOT NEGOTIABLE

1-266 7/72

Customer Copy

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracte 8059/60, 8146 & 8222

Please return the following City of Eugene G.O. bonds, due 6-1-76, to the contractor, J.C. Compton Co.

Safekeeping Rect.	Amount	Contract
1596	$50,000	8059/60
1597	35,000	8146
1610	6,000	8222
1616	12,000	8146
2017	8,000	8059/60
2018	2,000	8222

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

We confirm receipt of your safekeeping receipt 150202 covering Tri-City Sanitary Dist. bonds $100,000.

We are returning receipt 150203, covering TCD 251303, $23,000. Please change and reissue this receipt as follows:
replace "in lieu of retainage for jot 8146, $10,000" to "in lieu of retainage for job 8059/60, $8,000 and job 8222, $2,000."

This is necessary to cover the amounts being returned on City of Eugene bonds held by the State Treasurer.

Your letter failed to note $10,000 in bonds being returned to J.C. Compton on your safekeeping receipt 146041. Without your notification, we can only assume that you still hold these bonds. Please confirm the disposition of the bonds.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton
bc: C.W. Head
R. Church
C. Barrett

Re: JC Compton Contracts 8059/60, 8146, 8222

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150202

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
Funds in th6½% Nos. 186/95 w/8/76 & s.c.a. due 2/1/95
certifi- $47,000.00 in lieu of retainage for job # 8146
cates to $ 3,000.00 in lieu of retainage for job #8222
be releas- $50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
l to J. due 2/1/96 6½% w 8/76 & s.c.a
C. Compton in lieu of retainage for job # 8060
Co. only upon written notice to disburse from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

-269 7/78

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150203

Branch McMinnville No. 17

DATE 6/4/76

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$23,000.00 5% U. S. Bank Savings Certificate No. 00 251303
dtd 6/4/76 due 7/6/76 n/o J. C: Compton Company endorsed
by J. C. Compton Company
in lieu of retainage for job #8146-$10,000.00
in lieu of retainage for job #[illegible]222-$13,000.00

Funds in the certificate to be released to J.CCompton Company only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

Returned
to
Bank

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

June 4, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150202 covering $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/95 6½% Nos. 186/95 with 8/1/76 and s.c.a. representing retainage for $47,000.00 job # 8146 and $3,000.00 job # 8222.

Also represented on this receipt # 150202 is $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/96 6½% with 8/1/76 and s.c.a. representing retainage for $50,000.00 job #8060.

Also enclosed is our safekeeping receipt #150203 covering $23,000.00 U. S. Bank Savings Certificate No. 00 251303 dated 6/4/76 due 7/6/76 name of J. C. Compton Company representing retainage for $10,000.00 job #8146 and $13,000.00 job #8222.

These funds replace Oregon State Safekeeping ✓ #1596-$50,000.00, ✓ #1597-$35,000.00, #1616-$12,000.00 ✓ #1610-$6,000.00 and #1596-$10,000.00, with funds to be returned to J. C. Compton Company.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

bjm

PC: J. C. Compton Company

RECEIVED
JUN - 7 1976
[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton , Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of •J. C. Compton, Co. Endosed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8222	10,000
8236	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

For The Account of

Oregon State Highway Division

DEPOSIT

State of Oregon County of Lincoln City of N
5.50% dated April 1, 1976 number 14/25 due
number 26/37 due April 1, 1979, number 38/
61 due April 1, 1981, number 62/73 due Ap
5.30% number 74/86, due April 1, 1983.
in lieu of retainage for
job #8146

If the securities covered by this receipt are in temporary form, they may be exchanged for defi
entered for collection through the usual channels without further instructions, subject to the cond
are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the
of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150122

Branch McMinnville No. 17

DATE May 14, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

unds in these erfificates o be releas- ed to XXXXXXX J. C. Compton Co. ly upon ritten notice to disburse from Ore. St. wy. Division	$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ct. of dep 5.0% #238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton Company endorsed by J. C. Compton Co.(renewal of cft. XXX #238482) Retainage for $50,000 job XXX#8059/60 $25,000 job #8236 X$25,000 job #8222 $60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0% #238643 dtd May XX 14, 1976 due June 14, 1976 in name of J. C. COmpton Company endorsed by J. C. Compton co. (renewal of cft. #238483) Retainage $25,000 job #7860 XXXXXX $35,000 job #8199

f the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-208 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J C Bandonis Jr

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600, McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy Mathews
Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Myrtle Creek, Oregon
May 10, 1976

Re: Type [illegible] Sign [illegible]
Myrtle Cree-Canyonville
Pacific Highway
Contract 8146

J.C. Compton Company
PO Box 26
McMinnville, Oregon
97128

Gentlemen:

As a result of excavation, it was necessary to remove a 3' x 11'6" type "A" sign at Station 199 left. To accomplish the finishing of excavation made right of Station 400, it will be necessary to remove Sign #105. Contract plans do not include provision to do this work. Both signs will be replaced, either by price agreement or by order for extra work.

Post data for the 3' x 11'[illegible] [illegible] Station 199 in accordance with Drawing No. 29404 will [illegible] lengths of 12'6" and 13'6". Post data for [illegible] of 14'6" x 5'0" right of Station 400+35 will be [illegible] lb/ft. with post lengths of 14'10" and 8'9", also in accordance with Drawing No. 29404. Please advise the interested parties and have them contact this office for any additional information that might be required.

Very truly yours,

[illegible] ison,
[illegible] Engineer

[illegible]/lc

cc: [illegible]
Fred Shirley, Jr.
Bill Beard
file

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #14607 for $125,000.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

96 + 97

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

96

DATE April 22, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For the Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sen #504/23 for $5,000 each

Retainage for $70,000 job #8146
30,000 #8236

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, [illegible] presented for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the ow[illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER

(Unnecessary if Sig. Card on file)

285 7/72

Branch Record Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

97

Branch McMinnville No. 17

DATE April 22, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

Retainage for $19,000 job #8059
19,000 #8060
8,000 #8199
4,000 #8222

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

[illegible] securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they [illegible] collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance [illegible] hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owner [illegible] above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER

(Unnecessary if Sig. Card on file)

7/72

Branch Record Copy

8146

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co. ✓

UNITED STATES NATIONAL BANK OF OREGON

April 12, 1976

14

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146120

For The Account of • Oregon State Highway Division

DATE April 9, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

PHOTOCOPY

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#238482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8236 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co. Funds in these
endorsed by J. C. Compton Co. (renewal of cft. #4 206044) certificates to
Retainage $25,000 job #7860 $35,000 job #8199 be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called [illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the [illegible] hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

7/73

NOT NEGOTIABLE

Customer Copy

9/

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146121

The unt of • Oregon State Highway Division

DATE April 9, 1976

DISPOSITION OF PROCEEDS

PHOTOCOPY

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#238478 dtd 3-30-76 due 4-29-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. XXXXXXXXXX (reissue of #4 213844)
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

NOT NEGOTIABLE

Customer Copy

8146

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 13, 1976

FILE: CON 5 #8146

JAB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Myrtle Creek-Canyonville
Contract No. 8146
E.W.O. 7 Billing

TO: J. X. Wilson
Regional Construction Engineer

ROSEBURG

Herewith copy of an April 6 memo from Finance concerning seven specific E.W.O. billing items that they had to question in checking this billing. These all seem to be "overhead expense" not specifically reimbursable under 109.07(e). If we pay this sort of thing, it immediately gets construed as "policy" or precedent and shows up elsewhere.

This was a large order ($83,500 for Iowa system structure overlay) so the allowed percentage mark-ups are significant.

Were any of the seven questionable items brought up during the work and specifically requested or approved by our people? After review, do you recommend of any or all of these?

JAB:fr
Att.
cc: H. S. Coulter (w/att.)

STATE OF OREGC INTEROF E MEMO

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
APR 7 1976
CONSTRUCTION
SECTION

TO: John Bond
Construction Administration Engineer

DATE: April 6, 1976

FROM: Janice Peterson
Contract Payments Executive

SUBJECT: EWO 7, Contract 8146, Myrtle Creek-Canyonville

As you know, we processed payment on contract 8146, estimate 11, deleting any payment for Extra Work Order 7 until such time as charges for EWO 7 could be properly verified. I have now completed a desk audit of invoices on EWO 7, finding nearly all charges acceptable and well-documented. However, we would like your approval before we pay the several items listed below:

1) Telephone bills, $350.21, vendor California Pacific Utilities. The telephone was installed in Hamilton Construction Co.'s trailer on the job site; charges included numerous toll calls to Hamilton's office in Springfield, Oregon.

2) Chemical toilet rental, $60.00, vendor Umpqua Pumping Corp.

3) Yard rental, $150.00, vendor JJ's Truck Stop. Hamilton required this space for equipment storage near the job.

4) Photocopy machine rental, $116.00, vendor National Photocopy. This machine was installed in Hamilton Construction's on-site trailer.

5) Trailers owned by Hamilton Construction Co. as follows:
   a) Equipment trailer, $74.70
   b) Office trailer rental, $234.00
   c) Storage trailer rental, $108.00
   d) Tool trailer rental, $108.00

6) Freight, $130.30, vendor Eastside Mobile Home Transport, for moving office trailer from Hamilton's Springfield office to job site.

7) Electric service, $53.08, Pacific Power and Light. Temporary power to trailers.

All the above cited items do not clearly fall into the categories of directly reimbursable items for extra work as outlined in Section 109.07 of the Standard Specifications for Highway Construction. They would instead be absorbed by the contractor as overhead items and w ould be indirectly reimbursed under the contractors percentage allowance of 15 or 20% of direct charges.

This particular extra work order presents some extraordinary situations which perhaps justify payment of extraordinary charges. The work required was highly specialized and experimental. Also, Hamilton Construction Co. did no other work on the contract, so that overhead items were not absorbed by the regular contract items and included in a prime or subcontractor's bid estimate.

JP/jm

cc: Curt Duval

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

RECEIVED
[illegible]

146114

Branch McMinnville No. 17

DATE 3-26-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for

job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-288 7/73

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146116

Branch McMinnville No. 17

DATE 3-30-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76
due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for
$30,000 job #8059/60 $5,000 #8236 Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
55,000 8146
10,000 8222

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-260 7/72

Customer Copy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 31, 1976

FILE: CON 5

ORIGINAL SIGNED BY J. X. WILSON

FROM: J. X. WILSON
Regional Construction Engineer

TO: Bill Tison
Resident Engineer

SUBJECT: Sign Post Revisions
North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway No. 1
Douglas County

As the result of relocating Sign No. 116 at the subject interchange, the following post sizes have been recalculated for Sign Nos. 116, 117 and 118.

Sign No. 116: S.S.S, 4.50 O.D. 14.98#, length - 10'6"
Sign Nos. 117, 118: Remains same as shown in plans

Thank you for providing us with the cross-sections and if you have any more questions concerning these matters, please contact this office.

JXW/FC/dt

cc: L. E. George

NOTED
ELMER SCOFIELD

NOTED
W. S. BEARD

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059, 8060 & 8146

We received your safekeeping receipt No. 146107 covering TCD No. 4 - 213812 in the amount of $125,0 00. This replaces TCD No. 4 - 206046, (safekeeping receipt No. 146070) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146, 8199 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ________________________
Janice Peterson
Contract Payments Executive

Enc.
JP/jm

cc: J.C. Compton Co.

bc: C.W. Head
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146107

Branch McMinnville No. 017

DATE 3-15-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213812 dtd 3-15-76 due 4-14-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206046)

This receipt provides retainage for $32,000	job #8059/60
15,000	8236
70,000	8146
8,000	8199

funds in this certificate to be released to J. C. Compton Co. only upon wirtten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

CONTRACT ACCOUNTING

NOT NEGOTIABLE

18-269 7/78

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

March 15, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146107 covering $125,000 time certificate #4 213812 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $32,000, #8236 $15,000, #8146 $70,000 and #8199 $8,000.

This receipt is for renewal of time certificate #4 206046.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

Form 81-734 3122

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. BArrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O BOX 600 McMINNVILLE OREGON 97128
HEAD OFFICE – PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

RECEIVED
[illegible] 1976
[illegible]

DATE 2-19-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certifica
to be released to J. C.
Compton Co. only upon
written notice to disburs
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat[illegible] [illegible] without further instructions, subject to the conditions printed on the back [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any option[illegible] of the above at the maturity thereof or prior thereto unless specifically instructed in writing by the owner.

NOT NEGOTIABLE

7-1

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734 3122

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146095

Branch McMinnville No. 17

DATE 2-26-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregn State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76 due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959) endorsed by J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76 due 3-29-76 in name of J. C. Compton Co. (renewl of $4 205959) endorsed by J. C. Compton Co.

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disbur from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

1859

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and State Highway Engineer

February 18, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton
Contracts 8146, 8222, 8236

We regret that we cannot accept the following securities deposited in lieu of retainage on our contract with J. C. Compton Co., since they are not general obligation bonds of a political subdivision of the State of Oregon:

1) Port of Portland (Airport Revenue Bds B 1298/1313, $80,000 safekeeping receipt 146085

2) Salem Hts Water Dist., Bonds 265/67 $3,000, safekeeping receipt 146086

3) Alto Park Water Dis., Bonds 22/3, $2,000, safekeeping receipt 146086

We will accept the following bonds deposited in lieu of retainage on contract 8222:

$9,000, Hermiston General Water Bonds 60/68 (Safekeeping Receipt 146087)

$2,000, City of Yamhill G. O. Improvement Bonds 31/34, (Safekeeping Receipt 146087)

$5,000, Clackamas S/D 29 Bldg. Bd. No's. 176/80, (Safekeeping Receipt 146086)

Form 81-734-3122

Please reissue Safekeeping Receipt 146086, showing only the Clackamas School District bonds, or issue a new receipt for the bonds.

Please supply us with the maturity dates of any bonds deposited in lieu of retainage by Compton in the future. The safekeeping receipts for the unacceptable bonds are enclosed.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

RECEIVED
[illegible]

146087

Branch McMinnville No. 17

DATE 2/12/76

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$9,000.00 St. of Or. Co. of Umatilla City of Hermiston Generla Water Bond Nos. 60/68 w/3/1/76 & s.c.a.

$2,000.00 St. of Or. Co. of Yamhill City of Yamhill General Obligation Improvement Bond Nos. 31/34 W/4/1/76 cpn. attached

In lieu of
Retainage for job # 8222
Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are [illegible] may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges [illegible] to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

February 16, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

Enclosed herewith our safekeeping receipt #146085 covering $50,000.00 Port of Portland Bonds in lieu of retainage for job #8236, $30,000.00 Port of Portland Bonds in lieu of retainage for job #8146. Also enclosed safekeeping receipt #146087 covering $9,000.00 City of Hermiston Bonds and $2,000.00 City of Yamhill Bonds in lieu of retainage for job #8222. Also enclosed safekeeping receipt #146086 covering $5,000.00 Clackamas School District , $3,000.00 Salem Heights Water Dist. Bonds, $2,000.00 Multnomah Alto Park Water District Bonds in lieu of retainage for job #8222.

Very truly yours,

Peggy J. Mathews
General Loan Officer

bjm

Encls

McMINNVILLE BRANCH
[illegible] 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

1-5

Salem, Oregon
January 22, 1976

Frank E. Terpin
Final Design Engineer F.E.T.

W. A. Tison
Resident Engineer

Signing Revisions
Myrtle Creek-CanyonvilleSSection
Pacific Highway
Douglas County
Contract No. 8146

Reference your letter of January 19, 1976 and our telephone conversation this date.

The requested triple sign support is not needed as the signs should be installed on a 4"x6" wood post. I would suggest you change the "Myrtle Creek" sign to that shown on attachment and that the sign be mounted on the luminaire pole by use of either the galvanized clamp or stainless steel strap as shown on Drawing No. S-3 in the contract plans.

Also included are signs with correct sizes indicated that you may submit to the contractor for sign shop drawing preparation and sign fabrication. In addition, we are returning your information to us, per your request.

WGB:az
cc: C. T. Keasey
Alfred Shirley
W. G. Beard

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy Mathews
Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146074

Branch McMinnville No. 2017

DATE 1-20-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for
job #8146 $29,000 8146 $14,500 8059 $21,000
#8222 1,500 8030 29,000 8236 5,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for [illegible] or if the same mature or are ca[illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the b[illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-288 7/72

Customer Copy

1-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
[illegible] 197[illegible]

To: [illegible]
[illegible] Design Engineer
Salem

SUBJECT: [illegible] Interchange
Northbound On-ramp
Pacific Highway

Attention: [illegible]

Attached herewith are the following [illegible] for the subject project:

1 [illegible] Quantity Computations
1 [illegible] Transit and X-section [illegible]
1 Roll X-sections of [illegible]
1 Roll X-Section and Profile
1 [illegible] Preliminary Layout
1 [illegible] Preliminary [illegible]

This information [illegible] your letter of October [illegible], 197[illegible] [illegible].

Mr. [illegible] the present ramp. [illegible] traffic [illegible] limited.

[illegible] build [illegible] traffic, [illegible] contour [illegible] interchange.

If additional information [illegible], [illegible].

W. A. Tisser
[illegible]
[illegible]

[illegible]

cc: [illegible]
[illegible]
[illegible]

MHF

REFERRED TO
____ Beard
____ Cole
__1__ Eriksen Copy
____ Hager
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

MHF

146

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: J. Bond C. W. Head
C. Barrett R. Church

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

Branch McMinnville No. 17
For The Account of • Oregon State

DATE 1-8-76
DISPOSITION OF PROCEEDS

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

For The Account of • Oregon State Highway Division

DATE 1-8-76

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for $32,000	job #8059/60
15,000	8236
70,000	8146
8,000	8199

funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-288 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146069

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909)
Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922)
Retainage for $50,000 job #8059/60
$25,000 job # 8236 $25,000 job #8222

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed [illegible] hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-208 7/72

Customer Copy

1

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton
Contracts 8172, 8146

Please transfer $10,000 in bonds currently deposited in lieu of retainage on contract 8172 (Safekeeping Receipt 1595) to contracts 8059/60 ($8,000) and 8222 ($2,000). This transfer will permit the release to the contractor of $3,500 in matured bonds on contract 8222 (Safekeeping Receipt 1611) and $6,000 in bonds on contracts 8059/60 (Safekeeping Receipts 1612 and 1613).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734 2122

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Please note that $16,000 deposited in lieu of retainage on contract 8172 should be transferred to contract 8222 ($1,500) and contract 8146 ($14,500). The security involved is TCD 4 206008 (Safekeeping Receipt 146064).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: ~~L. W. Read~~ R. Church
J. Bond C. Barratt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 2, 1976

FILE: CON 5

NOTED
H. S. COULTER

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engr.

TO: H. S. Coulter
Asst. State Highway Engr.

SUBJECT: Assignment FBK-1250
Letter from Verne Leard
Myrtle Creek-Canyonville Sec.
Pacific Highway
Contract No. 8146

Attached is a copy of a letter I wrote in response to a letter of complaint signed by several people which is also attached. This is in connection with primarily a drainage problem on the Weaver Frontage Road on the subject project.

My letter was addressed to the first signer on the complaint letter and no copies were distributed to the others. If it will satisfy the intent of your assignment, I will forward copies of my letter as I should have done originally.

Please let me know if you feel another letter is appropriate.

JXW/cw
Attach.

1-7-76

J X Wilson
Please proceed as you suggest

ESH

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

JAN 6 '76

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 2 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg
CON 5

Mr. Donald L. Mock
Box 60
Weaver Frontage Road
Myrtle Creek, OR 97457

December 30, 1975

Subject: Weaver Frontage Road
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County
Contract No. 8146

Dear Mr. Mock:

In response to your letter dated November 16, 1975, I have the following to offer:

As you know, the east side of Weaver Interchange was reconstructed. It was not necessary to reconstruct the "F" line (Weaver Frontage Road) beyond Engineer's Station 96 as the alignment and grade matched at this station. You request that we extend the access road to serve the people living south of the exit in the same manner as the one done for the party living north of the exit. During the reconstruction of the interchange, the road approach of the party living north of the interchange was completely destroyed. Due to the proximity of the property and the elevation of the interchange, it was necessary to build a connection to serve the property such as was constructed. Construction of the interchange did not destroy the frontage road of parties living south beyond the newly constructed access to the interchange and we would have no authorization to carry the frontage road further.

You state in your letter that we are putting in culverts to drain the freeway. The plans for this project originally called for a drainage curb to be constructed on the edge of the paved shoulder of the freeway. The water collecting along the curb was to be drained by installing a concrete inlet on the freeway shoulder and construction of concrete inlets in the ditch line of the frontage road at locations of existing frontage road culverts. It was planned to connect these con-

NOTED
H.S. COULTER

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

crete inlets with drainage pipes. The freeway drainage curb, concrete inlets at the freeway shoulder, and connecting drain pipes to the newly constructed concrete inlets in the ditch line of the frontage road have been deleted. This was done to prevent heavy concentration of water draining directly from the freeway through the culverts that have existed under the frontage road since the freeway was constructed in 1957.

Construction work of the subject project now involves only the flattening of the freeway slope and construction of concrete inlets at the existing culverts. This work, when completed, should not change the drainage in any way from what existed prior. At the present time, the contractor has overbuilt the slope between the freeway and the frontage road filling up the existing ditch. We are unable to remove this material and construct a ditch of adequate size to handle the drainage at this time due to inclement weather conditions.

The access road was constructed in 1957 with a 20' width oil mat surface. This width surface has not been changed. The new construction ditch line will be an average of 2.8 feet nearer to the frontage road shoulder than existed before construction. This work will be completed at the earliest possible date.

Correction of plugged drainage at the southerly end of the frontage road is a maintenance problem. Work of this type cannot be done under the contract with Federal participation. By a copy of this letter, I am asking our maintenance forces to restore the existing drainage facilities.

Very truly yours,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc C. T. Keasey ✓
W. A. Tison
J. C. McCormick

Coulter wl

OREGON STATE
HIGHWAY DIVISION

Re: Weaver Frontage Road
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146

Mr. Donald L. Mock
Box 60
Weaver Frontage Road
Myrtle Creek

Dear Mr. Mock,

In response to your letter dated Nov. 16, 1975 I ~~Reference [illegible] your [illegible] 16, 197[illegible] in regard to the above caption.~~ have the following to offer:

As you know, the east side of Weaver Interchange was reconstructed. It was not necessary to reconstruct the "F" line (Weaver Frontage Road) beyond Engineer's Station 96 as the alignment and grade matched at this station. You request that we extend the access road to serve the people living south of the exit in the same manner as the one done for the party living north of the exit. During the reconstruction of the interchange, the road approach of the party living north of the interchange was completely destroyed. Due to the proximity of the property and the elevation of the interchange, it was necessary to build a connection to serve the property such as was constructed. Construction of the interchange did not destroy the frontage road of parties living south beyond the newly constructed access to the interchange, & we would have no authorization to carry the frontage rd. further.

You state in your letter that we are putting in culverts to drain the freeway. The plans for this project originally called for a drainage curb to be constructed on the edge of the paved shoulder of the freeway. The water collecting along the curb was to be drained by installing a concrete inlet on the freeway shoulder and construction of concrete inlets in the ditch line of the frontage road at locations of existing frontage road culverts. It was planned to connect these concrete inlets with drainage pipes. The freeway drainage curb, concrete inlets at the freeway shoulder, and connecting drain pipes to the newly constructed concrete inlets in the ditch line of the frontage road have been deleted. This was done to prevent heavy concentration of water draining directly from the freeway through the culverts that have existed under the frontage road since the freeway was constructed in 1957. Construction work of the subject project now involves only the flattening of the freeway slope and construction of concrete inlets at the existing culverts.

This work, when completed, should not change the drainage in any way from what existed prior, ~~to the work~~. At the present time the contractor has overbuilt the slope between the freeway and the frontage road filling up the existing ditch. We are unable to remove this material and construct a ditch of adequate size to handle the drainage at this time due to inclement weather conditions.

The access road was constructed in 1957 with a 20' width oil mat surface. This width surface has not been changed. The new construction ditch line will be an average of 2.8 feet nearer to the frontage road shoulder than existed before construction. This work will be completed at the earliest possible date.

Correction of plugged drainage at the southerly end of the frontage road is a maintenance problem. Work of this type cannot be done under the contract with Federal participation. By copy of this letter I am asking our maintenance forces to restore the existing drainage facilities.

Very Truly Yours,

cc: C.T. Keasey ✓
Bill Tisin
Jack McCormick

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

December 22, 1975

Mr. Verne Leard
Parm-Lea Aviation
Tri-City Airport
Box 60 Weaver Rd.
Myrtle Creek, OR 97457

Dear Mr. Leard

We have received the copy of your letter to the State Highway Division in Roseburg. The Attorney General by statute acts as legal counsel to all state agencies, including the Highway Division. The condition about which you have complained is a matter which should be directed to the attention of the Highway Division. I have taken the liberty of forwarding your letter to the Highway Engineer in Salem.

Sincerely

Betty J. Maudlin
Executive Assistant

bdw
cc: Highway Division
140 Highway Bldg.
Salem, OR 97310

RECEIVED

DEC 2[illegible] '75

Coulter

✓

Report

Myrtle Creek, Oregon
November 16, 1975

Box 60 Weaver Frontage Rd.

Routing
/ Keasey K RECEIVED Richards
Bond Glenn
Jackmond DEC 24 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

State Highway Department
Mr. W. A Tison
Roseburg, Oregon

Dear Sir:

The ditch that has been filled to widen Interstate 5 used to carry the drainage from the freeway past the properties bordering the frontage road, but, now, although you are putting in culverts to drain the freeway, the road surface oils and debris will drain into the low places of our properties damaging our crops and the soil. Natural rainfall does not create this problem but drainage from the freeway is, and will continue to do so unless another ditch is made. After a little rain the water also stands on the frontage road and before it did not do this. Also several feet was taken off the width of the road makingit unsafe to meet another car.

We also would like the access road extended to service all the people living south of the Weaver Road exit and businesses in the same manner as was done for the one party north of the exit. It must have cost many thousands of dollars. That much to the south would be enough to help many more people.

The poor drainage is dangerous. The drain at the South end is completly plugged. We the undersigned would like something done about this condition. We are sending a copy of this letter to the State Attorney Gernerals Office.

RECEIVED
1975
W. A. TISON

Donald L Mock
Vern R Leard
Gerald T. Hatter
Esther Leard

12-10-75
CC: Bill Tison – Please investigate & prepare rough draft reply for my signature. J.X.W

12/16/75
J.K. Wilson Per your request

RECEIVED
STATE HWY ENGR
DEC 26 '75
REFER TO
FOR

Dec. 8, 1975

RECEIVED
DEC 09 1975
ATTORNEY GENERAL
SALEM, OREGON

Dept. of Justice
100 Salem Office Bldg.
Salem OR

Dear Mr. Johnson:

Enclosed is a copy of a letter of Complaint to the Div. of Highways, signed by all those concerned. We send this in the event there has been a misuse of Public funds.

We think this Situation need investigating.

The County also seems reluctant to take any action.

We do hope we will hear from you soon.

Verne Leard

The Airport and Pacin-Sea Aviation are the only nonAgricultural business here.

Myrtle Creek, Oregon
November 16, 1975

Box 60 Weaver Frontage Rd.

State Highway Department
Mr. W. A. Tison
Roseburg, Oregon

Dear Sir:

The ditch that has been filled to widen Interstate 5 used to carry the drainage from the freeway past the properties bordering the frontage road, but, now, although you are putting in culverts to drain the freeway, the road surface oils and debris will drain into the low places of our properties damaging our crops and the soil. Natural rainfall does not create this problem but drainage from the freeway is, and will continue to do so unless another ditch is made. After a little rain the water also stands on the frontage road and before it did not do this. Also several feet was taken off the width of the road making it unsafe to meet another car.

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The poor drainage is dangerous. The drain at the South end is completly plugged. We the undersigned would like something done about this condition. We are sending a copy of this letter to the State Attorney Generals Office.

Donald L Mauck
Hulda M Mauck
Verne R Feed
[illegible] CFI
Gerald T Gatten
Jean A. Gatten
Bonita D Parmele

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State highway Engineer

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl cc: Oregon State Treasurer

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

For The Account of State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000.00

U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. Funds in this certificate to be released to J. C. Compton Co only upon written notice to disburse from Oregon State Highway Division

in lieu of retainage for
Job # 8146 $29,000 Job # 8030 ✓ $29,000 Job # 8236
#8172 16,000 # 8059 21,000 $5,000

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time
cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76
reg n/o J. C. Compton endorsed by J. C. Compton Co.

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisi

in lieu of retainage for

Job # 8060	$10,000.00
# 8030	9,000.00
# 8236	6,000.00

per letter of 12/9/75

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. [illegible]
Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. [illegible] Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 16, 1975

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Re: Irwin Overcrossing
Myrtle Creek-Canyonville Sect.
Contract No. 8146

Dear Mr. Green:

In reply to your letter of December 10, 1975, you are correct in that repair of the Southbound Irwin Road Overcrossing structure exceeded our cost estimate.

The work was done on a cost plus basis so we had no commitment as to cost in advance. The work performed was as described in our letter to you of October 20, 1975. The only additional significant work was the epoxy pumping suggested in your letter of October 24, 1975.

Main reason for the overrun in cost was that the estimate submitted to you October 20 did not include the cost of epoxy pumping. Also, we overlooked the expense of a cover over the structure and underestimated the flagging and mobilization costs.

Your question as to whether or not we plan on submitting the work for Federal participation surprises me. Our letter of October 20, 1975 specifically requests approval and participation. We proceeded on the basis of the suggestion and approval contained in your letter of October 24, 1975.

People in your office have been kept advised of our action and progress on the project. They attended a meeting in advance of starting work, were on the job while the work was in progress, and received a verbal report upon completion. A detailed report will be prepared and a copy forwarded to you. We will have copies of force account billings to support payments made.

NOTED
F. B. KLABOE

Form 81-734-3122

The high cost for the bonded overlay can only be justified in terms of the experience gained and due to the timing, a lack of alternatives.

Very truly yours,

C. T. Keasey
Construction Engineer

By Allan C Harwood
A. C. Harwood
Construction Field Engineer

ACH:mk

bc F. B. Klaboe
H. S. Coulter
L. W. Rulien
C. T. Keasey
Alfred Shirley (enc.)
Walt Hart "

5/14

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 10, 1975

In reply refer to:

NOTED
E. S. HUNTER

SUBJECT: Oregon Project I-5-2(80)100
Myrtle Creek - Canyonville Section
Iowa System Overlay on Irwin Overcrossing

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

On October 28, 1975, Mr. Pillsbury of this office attended a meeting at the Roseburg Region Office regarding the proposed Iowa System deck overlay of the Irwin Overcrossing SB. At that meeting the overlay was discussed and its use was verbally approved. It was estimated to cost $45,000 and to be done by Force Account.

The first lift of overlay was placed November 14, 1975, and the job was finished the next week. As of this date we have received nothing to document what is happening.

✓ Of more significance, however, is that we have heard rumors that the actual cost may run as high as $100,000. We are quite concerned about this excessive over-run. If you intend to submit this work for Federal participation we will expect you to be able to justify the cost in its entirity.

G. L. Green

RECEIVED
STATE HWY ENGR
DEC 11 '75
REFER TO
OR
✓

121 (Rev. 5-7

ED STATES GOVERNMEN

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 24, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-2(80)100
Irwin Overcrossing
S. B. Myrtle Creek - Canyonville Section

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

ATTN: H. S. Coulter

too poor

We have reviewed your October 20, submittal on the above structure and find the W. B. deck is in a shape to pour for a membrane. Your photograph does not precisely outline all of the delaminated areas, but does show that the deck is salvagable. We support this conclusion because of the lack of apparent corrosion or salt.

We recommend that you pump epoxy into the cracks, clean out all shallow delaminated areas, and in the deeper delaminated areas, try to fill with epoxy. Care must be exercised to not lift the delaminated slab.

The over-stresses you have computed are more than we generally would accept in a design. However, they are the worst design condition possible and we feel that actual stress will be considerably less when the overlay is completed. As discussed previously with Mr. Archibald, any deck slab deflection should be isolated from the structure deflection to be truly indicative slab bending results. It will be interesting to observe the loaded truck test after the overlay is placed.

We approve the construction of a bonded overlay using the Iowa system, as outlined in your letter.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 27 '75
REFER TO
FOR

RECEIVED
OCT 28 1975
BRIDGE SECTION

Routing
1 Kersey K
2 Bonck
Jackmond
3 Harwood
John
Walker
Richards
Olson
Ivey

RECEIVED
OCT 29 1975
CONSTRUCTION SECTION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

Routing
1 Kearney K
2 Bond
Jackmond
3 Harwood
Johnsen
Walker
RECEIVED
OCT 20 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

CON 8146

October 20, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Irwin Overcrossing
Myrtle Creek-Canyonville Section
Contract 8146

Attached is a deck condition survey report on the southbound Irwin Overcrossing at Canyonville. The condition of the deck of this structure has deteriorated to the point that traffic is being limited to one lane—the inside lane—until repairs can be made. Your approval and participation in the placement of a structural bonded overlay, using the Iowa System, is requested.

There are several reasons for proposing the Iowa System rather than the Dow System in addition to those given in the report:

1. It is desirable to have an alternate system available in this area.
2. When local contractors develop the expertise to place the Iowa System, there should be a substantial saving.
3. Use of the Iowa System allows us to use material with which we are familiar.
4. The recent experience with the Dow System has not been altogether favorable.

The final details have not been worked out but preliminary negotiations indicate the best way to proceed is to add this work to the Myrtle Creek-Canyonville Section contract. The actual work would be done by Hamilton Construction under a subcontract. Hamilton Construction has an arrangement with an experienced Iowa-based contractor to bring the necessary equipment and key personnel to Oregon to introduce the Iowa System.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The Contractor is not prepared to give us a price for the work at this time. We, therefore, recommend that work start on a force account basis and that deck preparation be paid for as extra work. We will continue discussion in an effort to firm up a price for placing the overlay material. As indicated in the estimate which follows, there will be a significant move-in in unusual expense items since equipment and expertise will be furnished by a firm from the Midwest.

To accomplish the overlay, traffic will be detoured around the structure using the interchange ramps for a period of ten days. This will require 24-hour, seven-days per week flagging with temporary lighting of the ramps, terminals and intersecting road. Our estimate to perform the work is as follows:

	IOWA	DOW
Traffic control	$ 8,000	$ 8,000
Deck preparation	10,000	10,000
Material - furnish & place	8,000	17,000*
Special costs to bring equipment & personnel from Midwest	8,000	
	$36,000	$37,000

*Based on bids received for Hilgard-LaGrande Section

Your earliest response to this request would be appreciated. Time is critical since the weather is deteriorating rapidly and the work must be completed this year. It is tentatively planned to proceed with the work during the first or second week in November subject to your concurrence.

Very truly yours,

Walter J. Hart
Bridge Engineer

WJH:dh
Enclosure

cc C. T. Keasey /w/ encl.
Alfred Shirley /w/ encl.
Gordon Beecroft /w/ encl.

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

U. S. National Bank
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8146 & 8236

Enclosed please find U. S. National safekeeping receipt 146053 covering $50,000 in Government Development Bank for Puerto Rico, Commonwealth Guaranteed notes of 1975. We regret that we cannot accept these securities as deposits in lieu of retainage on Highway contracts. In accordance with ORS 279.575, the State Treasurer shall approve securities deposited in lieu of retainage; these securities do not meet with the Treasurer's office's approval on the grounds that they are not guaranteed by the United States or its agencies.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
Enclosure

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett
File

Form 81-734-3122

Form 31-734-3122

8146

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Please correct our letter of December 1, 1975, to read: We are notifying the State Treasurer to return certificate of deposit 195851, $100,000, to you. (OST safekeeping receipts 1572, 1573, 1574) There is no increase on contracts 8030, 8059/60 and 8146. There is an increase of $10,000 in the amount on deposit in lieu of retainage on contract 8222.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc:	C. W. Head	R. Church
	J. Bond	C. Barrett
		File Copy

Form 01-734-3122

8146

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146041, $110,000, to be used in lieu of retainage on our contracts with J. C. Compton Company as follows:

Contract	Amount
8030	$50,000
8059/60	30,000
8146	20,000
8222	10,000

We are also notifying the State Treasurer to return certificate of deposit 195851, $20,000, to you. (OST safekeeping receipt 1574) There is no increase in the amount deposited for contract 8146.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: J. Bond
C. Head
R. Church
C. Barrett
File Copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Nov. 26, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146041 covering $10,000 City of Eugene bonds and U. S. National Bank time certificate of deposit #4 205959. Please return time certificate #195851 to us.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146041

Branch McMinnville No. 17

DATE Nov. 26, 1975

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$10,000 City of Eugene 5% Gen. Obligation 10th & Oak Overpark Bancroft Improvement Bond dtd 6-1-69 due 6-1-76 #125/6 with 12-1-75 and sca
in lieu of retainage job #8222
$100,000 5.875% nonnegotiable time cft. of dep. #4 205959 dtd 11-26-75 due 2-24-76 in name of J. C. Compton Co.
in lieu of retainage for
$50,000 contract #8030
30,000 8060
20,000 8146

Funds in these bonds and certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon Stat
Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
November 24, 1975

FILE: CON 5

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Riddle Interchange Revision
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

As I indicated to you previously, I wanted to have some traffic and accident data on the Riddle Interchange before recommending further pursuing the proposed revision to the northbound on-ramp at that interchange.

Traffic counts taken in October of this year indicate that the major truck movement is from Riddle with the trucks turning to the south to go north on the northbound on-ramp. The collision diagram for the past five years indicates that the traffic from the Tri-City area desiring to go north on I-5 has become involved in a number of left turn accidents.

On the basis of the accident data, I would recommend that we pursue with the FHWA the revision to the interchange as proposed and in the design that no left turns be permitted at the intersections, from the northbound and southbound ramps, with the Myrtle Creek Secondary Highway.

AS/cw
Attach.

	Hwy 237	Hwy 1	
6 mos) 1975	0	0	
1974	0	103.92	TRN
1973	0	103.91	SSO
		103.96	RE (2 fatal)
1972	0	0	
1971	0	103.96	SSO
		103.97	RE-2, SSO
		104.04	FO
		104.11	RE, SSO
		104.30	FO

Form E49x

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

	Truck Traffic E-S 1-4	% total		Truck Traffic W-S 3-4	% total
AM 6:00-7:00	0			5	13.5
7-8:00	1 ([illegible])	7.7		1	1.6
8-9:00	2	20.0		7	15.2
9-10:00	2	28.6		5	11.6
10-11:00	1	9.1		16	29.6
11-12:00	2	12.5		6	12.5
PM 12-1:00	0			4	21.4
1-2:00	1	3.3		12	32.4
2-3:00	0			8	16.3
3-4	1	7.1		15	12.7
4-5:00	0			6	5.6
5-6:00	1	14.3		8	15.7
6-7:00	0			4	13.3
7-8:00	0			4	18.2
8-9:00	0			4	26.7
9-10:00	0			3	20.0
10-11	0			0	
11-12:00	0			0	
	11	7.14		113	14.6

All Traffic
154

All Traffic
770

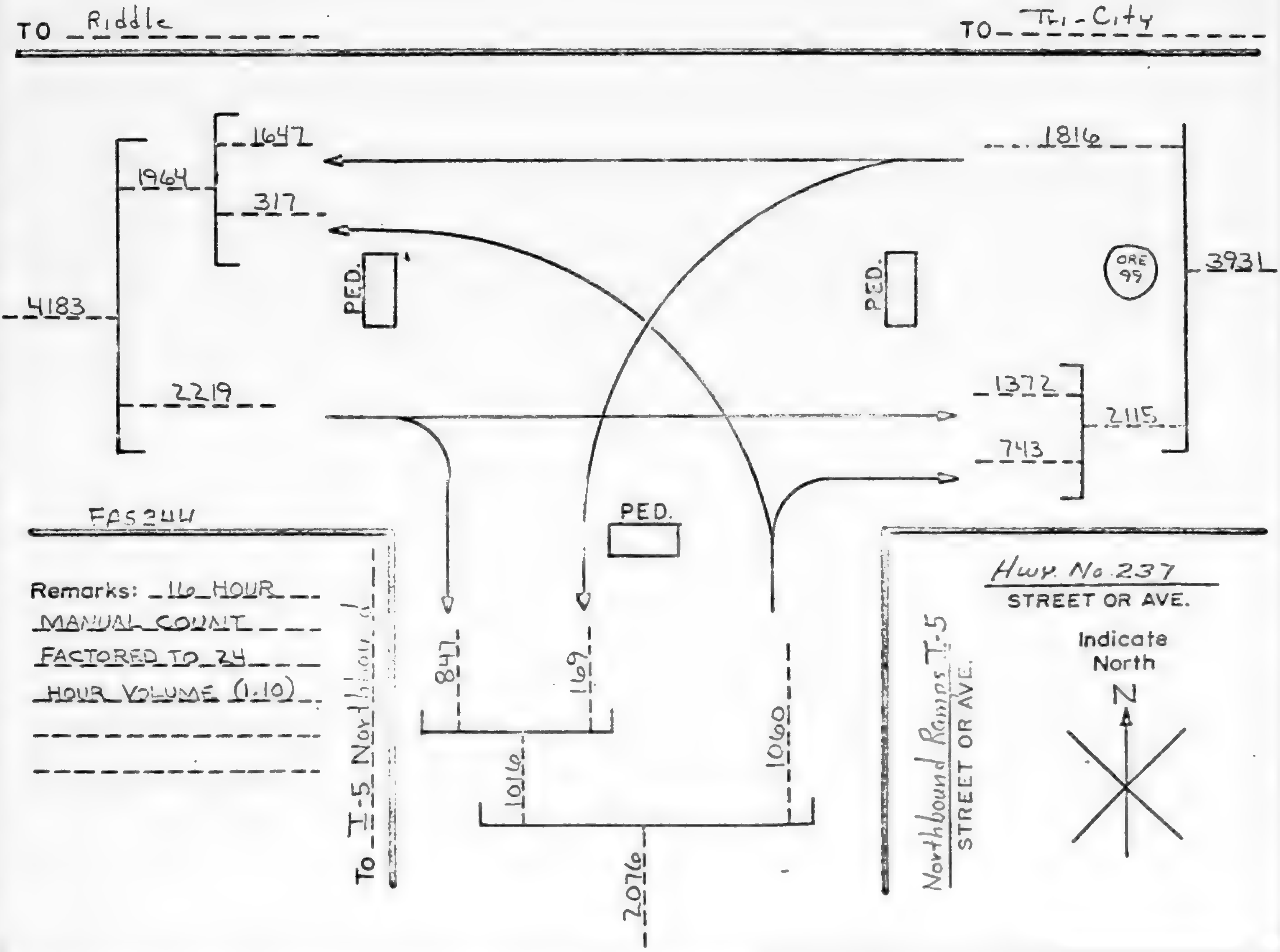
OREGON STATE HIGHWAY DIVIS.
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE OCT. 20 & 21, 1975
DAY OF WEEK MON & TUE
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT — HRS.
HOURS COUNTED —
WEATHER

CITY OR COUNTY Douglas County
INTERSECTION OF Myrtle Creek Hwy., No. 237 (ORE99) at Northbound Ramp Terminals I-5 (N. Riddle Int.)
MILE POST 5.72
CLASSIFICATION All vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	5059	100
ENTERING FROM SOUTH	1060	21
ENTERING FROM EAST & WEST	4035	79



Remarks: 16 HOUR MANUAL COUNT FACTORED TO 24 HOUR VOLUME (1.10)

Hwy. No. 237
STREET OR AVE.

Indicate North

A 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(80)100
Riddle Interchange Revision
Myrtle Creek - Canyonville Section
(Ltr, 4-22-75, E. S. Hunter to FHWA)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the revision of the subject interchange as proposed in Mr. Hunter's April 22, letter.

Further, I will concur in performing the work under the current safety project by Price Agreement if reasonable prices can be negotiated. If not, consideration should be given to award of a separate contract and the deletion of conflicting work in the current contract.

The environmental assessment addressing this work must be modified or a separate assessment made.

G. K. Hossner
for G. L. Green

5-2-75
cc: Versteeg
Keasey
B Shirley

1 Versteeg
A. Olson
2 Terpin
3
R. Olson
Trout

RECEIVED
MAY 5 1975
ROAD
DESIGN
SECTION

Requests Reply
Requests Approval
Read and Keep
Do not file
Return To
Follow Up
Other

RECEIVED
STATE HWY ENGR
MAY 1 '75
REFER TO
Hunter
FOR
Info | Invest | R&D | D.R | Sign | ✓

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L. E. JOHNSON

cc: Cutler info
5-1-75

[illegible]

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date OCT. 20-21, 1975
Day of week MON. & TUE.
Hours counted 6AM-10PM
Weather
Classification

1-3 3-1 1-4 2-1 3-2 2-3

City or County DOUGLAS COUNTY
Intersection HWY. NO. 237 AT NORTHBOU
RAMP TERMINALS (I-5)
Mile Post 5.73
Classification ALL VEHICLES

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS				PEDEST
A. M.	6:00- 7:00							135	13	11	20	37	29	245	49	20	196	80		146	50	49	
	7:00- 8:00							87	88	13	51	63	20	322	71	22	251	78		100	151	71	
	8:00- 9:00							59	63	10	33	46	18	229	51	22	178	78		69	109	51	
	9:00-10:00							64	68	7	39	43	11	232	50	22	182	78		71	111	50	
	10:00-11:00							89	69	11	42	54	25	290	67	23	223	77		100	123	67	
	11:00-12:00							84	69	16	39	48	17	273	56	21	217	79		100	117	56	
P. M.	12:00- 1:00							107	81	7	42	42	32	311	74	24	237	76		114	123	74	
	1:00- 2:00							49	56	9	40	37	35	276	75	33	151	67		58	93	75	
	2:00- 3:00							135	76	8	61	49	23	352	84	24	268	76		143	125	84	
	3:00- 4:00							172	190	14	47	118	14	555	61	11	494	89		186	308	61	
	4:00- 5:00							129	178	14	67	106	22	516	89	17	427	83		143	284	89	
	5:00- 6:00							129	92	7	58	51	17	354	75	21	279	79		136	143	75	
	6:00- 7:00							73	82	11	45	30	17	258	62	24	196	76		84	112	62	
	7:00- 8:00							64	56	5	41	22	5	193	46	24	147	76		69	78	46	
	8:00- 9:00							56	40	5	32	15	1	149	33	22	116	78		61	55	33	
	9:00-10:00							65	26	6	18	9	2	126	20	16	106	84		71	35	20	
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total							1647	1372	169	743	847	317	5095	1060	21	4035	79		1816	2219	1060	
	16-Hour total							1497	1247	154	675	770	288	4631	963	21	3668	79		1651	2017	963	—
	__-Hour total																						
	Control																						
	Factor (1.10)																						

Tabulated by JIM LAYMON

Checked by

NORTHBOUND RAMPS (I-5) St. is North and South

HWY. NO. 237 St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

20-21, 1975
MON & TUE
6AM - 10PM

Classification

City or County DOUGLAS COUNTY
Intersection HWY NO 237 AT NORTHBOUND RAMP TERMINALS (I-5)
Mile Post 5.72
Classification ALL VEHICLES

SUMMARY BY MOVEMENTS															ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
				1-3	3-1	1-4	4-1	3-4	4-3													
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
				135	13	11	20	37	29	245	49	20	196	80		146	50	49				
				87	88	13	51	63	20	322	71	22	251	78		100	151	71				
				59	63	10	33	46	18	229	51	22	178	78		69	109	51				
				64	68	7	39	43	11	232	50	22	182	78		71	111	50				
				89	69	11	42	54	25	290	67	23	223	77		100	123	67				
				84	69	16	39	48	17	273	56	21	217	79		100	117	56				
				107	81	7	42	42	32	311	74	24	237	76		114	123	74				
				49	56	9	40	37	35	226	75	33	151	67		58	93	75				
				135	76	8	61	49	23	352	84	24	268	76		143	125	84				
				172	190	14	47	118	14	555	61	11	494	89		186	308	61				
				129	178	14	67	106	22	516	89	17	427	83		143	284	89				
				129	92	7	58	51	17	354	75	21	279	79		136	143	75				
				73	82	11	45	30	17	258	62	24	196	76		84	112	62				
				64	56	5	41	22	5	193	46	24	147	76		69	78	46				
				56	40	5	32	15	1	149	33	22	116	78		61	55	33				
				65	26	6	18	9	2	126	20	16	106	84		71	35	20				
				1647	1372	169	743	847	317	5095	1060	21	4035	79		1816	2219	1060				
				1497	1247	154	675	770	288	4631	963	21	3668	79		1651	2017	963	—	—	—	—

Tabulated by JIM LAYMON
Checked by

RTHBOUND RAMPS (I-5) St. is North and South
Y NO. 237 St. is East and West

Summarized by

From E To W

	Time	Passenger Cars				Panels & Pickups		Campers & L. Truck		Trucks										Buses		Total All Vehicles	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	73				46	1					15										135	1
	7:00- 8:00	74				10				1		1								1		87	2
	8:00- 9:00	27				20	1			5		2				2				2		59	
	9:00-10:00	41				14		2		1		1				1	2			1	1	64	
	10:00-11:00	41		2		36	1			2		3		1		2					1	89	1
	11:00-12:00	53		1		18				6		3				2	1					84	2
PM	12:00- 1:00	69				28				2		3				3	1				1	107	1
	1:00- 2:00	28				12				7		1				1						49	
	2:00- 3:00	80		5		42				4		1				2	1					135	
	3:00- 4:00	113		3		41		1		6		3					1			3	1	172	
	4:00- 5:00	79				44	1			1		3				1						129	
	5:00- 6:00	76				45	1			3		2				1	1					129	
	6:00- 7:00	59				14																73	
	7:00- 8:00	47				16										1						64	
	8:00- 9:00	43				11				1						1						56	
	9:00-10:00	51				13										1						65	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	954		11		410	5	3		39		38		1		18	7			7	4	1497	
	24 Hour																						

From W To E

	Time	Passenger Cars				Panels & Pickups		Campers & L. Truck		Trucks										Buses		Total All Vehicles	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	5				4	1					2				1						13	1
	7:00- 8:00	49				34	1	2				1								1		88	1
	8:00- 9:00	39		1		16	1	1		1		2				2						63	
	9:00-10:00	37				24				2		4					1					68	1
	10:00-11:00	40				22				2		3				2						69	
	11:00-12:00	37				24		1		3		4										69	
PM	12:00- 1:00	50				20		2		2		3				4						81	
	1:00- 2:00	33		1		14		3		1		3				1						56	1
	2:00- 3:00	46		2		24		1				3										76	
	3:00- 4:00	104				72		1		5		8										190	1
	4:00- 5:00	92				75		1		2		6				2						178	
	5:00- 6:00	50		1		36	1			2		2		-								92	
	6:00- 7:00	44				35	1			1		1										82	
	7:00- 8:00	35				19						1				1						56	
	8:00- 9:00	28				11										1						40	
	9:00-10:00	15				10										1						26	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	704		5		440	5	12		21		43				15	1			1		1247	
	24 Hour																						

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date OCT [illegible]
Day of Week
Remarks

City or County DOUGLAS COUNTY
Intersection of HWY NO. [illegible] TERMINUS I-5
Weather
Summarized by JIM LAYMON

From E To W

TIME		PASSENGER CARS Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES School	Other	TOTAL ALL VEHICLES	Cycles & Scooters
AM	6:00- 7:00	73				46	1					15										135	1
	7:00- 8:00	74				10				1		1								1		87	2
	8:00- 9:00	27				20	1			5		2				2				2		59	
	9:00-10:00	41				14		2		1		1				1	2			1	1	64	
	10:00-11:00	41		2		36	1			2		3		1		2					1	89	1
	11:00-12:00	53		1		18				6		3				2	1					84	2
PM	12:00- 1:00	69				28				2		3				3	1				1	107	1
	1:00- 2:00	28				12				7		1				1						49	
	2:00- 3:00	80		5		42				4		1				2	1					135	
	3:00- 4:00	113		3		41		1		6		3					1			3	1	172	
	4:00- 5:00	79				44	1			1		3				1						129	
	5:00- 6:00	76				45	1			3		2				1	1					129	
	6:00- 7:00	59				14																73	
	7:00- 8:00	47				16										1						64	
	8:00- 9:00	43				11				1						1						56	
	9:00-10:00	51				13										1						65	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
8 Hour														1		18	7			7	4	1497	
16 Hour		954		11		410	5	3		39		38											
24 Hour																							

From W To E

AM	6:00- 7:00	5				4	1					2				1						13	1
	7:00- 8:00	49				34	1	2				1								1		88	1
	8:00- 9:00	39		1		16	1	1		1		2				2						63	
	9:00-10:00	37				24				2		4					1					68	1
	10:00-11:00	40				22				2		3				2						69	
	11:00-12:00	37				24		1		3		4										69	
PM	12:00- 1:00	50				20		2		2		3				4						81	
	1:00- 2:00	33		1		14		3		1		3				1						56	1
	2:00- 3:00	46		2		24		1				3										76	
	3:00- 4:00	104				72		1		5		8										190	1
	4:00- 5:00	92				75		1		2		6				2						178	
	5:00- 6:00	50		1		36	1			2		2										92	
	6:00- 7:00	44				35	1			1		1										82	
	7:00- 8:00	35				19						1				1						56	
	8:00- 9:00	28				11										1						40	
	9:00-10:00	15				10										1						26	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						

[illegible]
(Rev. 4-70)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date
Day of Week
Remarks

City or County
Intersection of
Weather
Summarized by

From F To S

	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
A.M.	6:00- 7:00	7				4																11	
	7:00- 8:00	10				2														1		13	
	8:00- 9:00	4				4						2										10	
	9:00-10:00	4				1										2						7	
	10:00-11:00	8				2						1										11	
	11:00-12:00	11				3								1		1						16	
P.M.	12:00- 1:00	5		1		1																7	
	1:00- 2:00	5		1		2				1												9	
	2:00- 3:00	4		1		1		2														8	
	3:00- 4:00	10		1		2										1						14	
	4:00- 5:00	9		2		3																14	
	5:00- 6:00	2		2		2				1												7	
	6:00- 7:00	8				3																11	
	7:00- 8:00	3				2																5	
	8:00- 9:00	5																				5	
	9:00-10:00	3				3																6	
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	98		8		35		2		2		3		1		4				1		154	
	24 Hour																						

From S To E

	TIME	Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other	TOTAL ALL VEHICLES	Cycles &
A.M.	6:00- 7:00	10				10																20	
	7:00- 8:00	32				17														2		51	2
	8:00- 9:00	17				12	1			1		1								1		33	1
	9:00-10:00	26				9				2						2						39	
	10:00-11:00	32		2		7				1												42	
	11:00-12:00	24		1		9				2						1	2					39	1
P.M.	12:00- 1:00	28		1		10				2						1						42	1
	1:00- 2:00	22				15				1		1								1		40	1
	2:00- 3:00	36				16		1		3		1				1				3		61	
	3:00- 4:00	25				16		1		3		1				1						47	
	4:00- 5:00	35		2		24				3		1		1						1		67	
	5:00- 6:00	36		3		16				2		1										58	
	6:00- 7:00	29				15				1												45	
	7:00- 8:00	20				20		1														41	
	8:00- 9:00	18				11				3												32	
	9:00-10:00	12				5															1	18	
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						

TRAFFIC COUNT SUMMARY SHEET

Date
Day of Week
Remarks

City or County
Intersection of
Weather
Summarized by

From E To S

	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	7				4																11	
	7:00- 8:00	10				2														1		13	
	8:00- 9:00	4				4						2										10	
	9:00-10:00	4				1										2						7	
	10:00-11:00	8				2						1										11	
	11:00-12:00	11				3								1		1						16	
PM	12:00- 1:00	5		1		1																7	
	1:00- 2:00	5		1		2				1												9	
	2:00- 3:00	4		1		1		2														8	
	3:00- 4:00	10		1		2										1						14	
	4:00- 5:00	9		2		3																14	
	5:00- 6:00	2		2		2				1												7	
	6:00- 7:00	8				3																11	
	7:00- 8:00	3				2																5	
	8:00- 9:00	5																				5	
	9:00-10:00	3				3																6	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	98		8		35		2		2		3		1		4				1		154	
	24 Hour																						

From S To E

	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles &
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	10				10																20	
	7:00- 8:00	32				17														2		51	2
	8:00- 9:00	17				12	1			1		1								1		33	1
	9:00-10:00	26				9				2						2						39	
	10:00-11:00	32		2		7				1												42	
	11:00-12:00	24		1		9				2						1	2					39	1
PM	12:00- 1:00	28		1		10				2						1						42	1
	1:00- 2:00	22				15				1		1								1		40	1
	2:00- 3:00	36				16		1		3		1				1				3		61	
	3:00- 4:00	25				16		1		3		1				1						47	
	4:00- 5:00	35		2		24				3		1		1						1		67	
	5:00- 6:00	36		3		16				2		1		-								58	
	6:00- 7:00	29				15				1												45	
	7:00- 8:00	20				20		1														41	
	8:00- 9:00	18				11				3												32	
	9:00-10:00	12				5															1	18	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	402		9		212	1	3		24		6		1		6	2			8	1	675	
	24 Hour																						

Rev. 4-70)

3

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date
Day of Week
Remarks

City or County
Intersection of
Weather
Summarized by

From W To S

	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	19				12		1				1				4						37	1
	7:00- 8:00	42		1		18		1								1						63	
	8:00- 9:00	29				10						2	1			2	2					46	
	9:00-10:00	20				15		3								4	1					43	
	10:00-11:00	25		1		11		1				2				12	2					54	
	11:00-12:00	28		2		11		1				2				2	2					48	
PM	12:00- 1:00	19		2		8		2		2		4				4	1					42	1
	1:00- 2:00	15		1		8		1		2		1				8	1					37	1
	2:00- 3:00	22				17		2		3		2				2	1					49	
	3:00- 4:00	53		1		47		2		2		4				8	1					118	
	4:00- 5:00	49		3		48				2		3				1						106	1
	5:00- 6:00	24				19				1		1				5	1					51	
	6:00- 7:00	17				9				1		2				1						30	
	7:00- 8:00	12				6										4						22	
	8:00- 9:00	6				5										4						15	
	9:00-10:00	5				1										3						9	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	385		11		245		14		13		24	1			65	12					770	
	24 Hour																						

From S To W

AM	6:00- 7:00	12				16										1						29	
	7:00- 8:00	12				7														1		20	
	8:00- 9:00	3		1		4				3		2					5					18	
	9:00-10:00	2												1			8					11	
	10:00-11:00	6				7				2		1					9					25	
	11:00-12:00	4		1		3				1		1				1	6					17	
PM	12:00- 1:00	17				6				3						2	4					32	
	1:00- 2:00	13				9		1				4				1	7					35	
	2:00- 3:00	4		1		7		2		2							7					23	
	3:00- 4:00	9		1		3											1					14	
	4:00- 5:00	11				5				1		1				1	3					22	
	5:00- 6:00	11				3											3					17	
	6:00- 7:00	10				3				1							3					17	
	7:00- 8:00	2				3																5	
	8:00- 9:00	1																				1	
	9:00-10:00					1										1						2	
	10:00-11:00																						
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AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						

Remarks

Summarized by

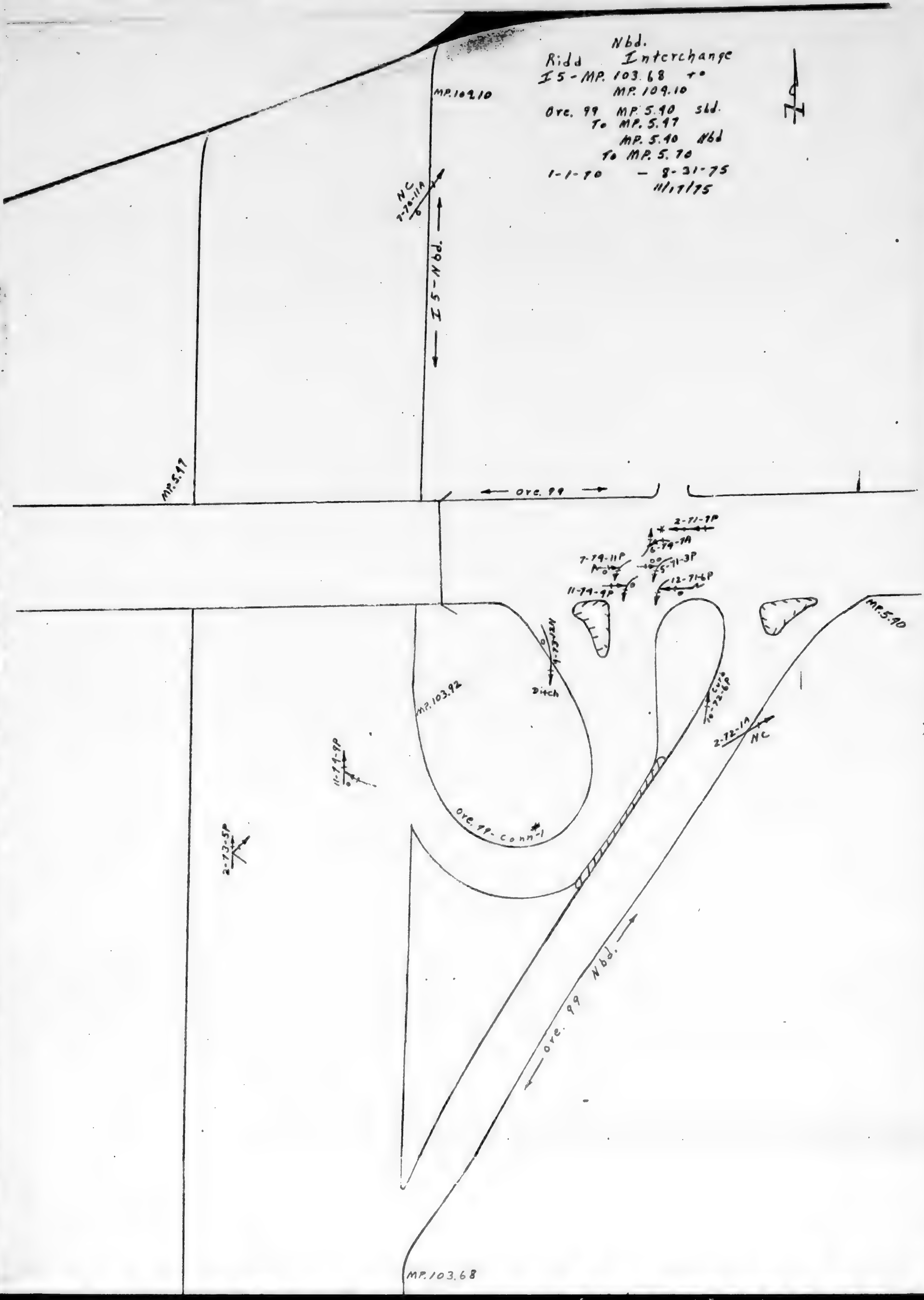
From W To S

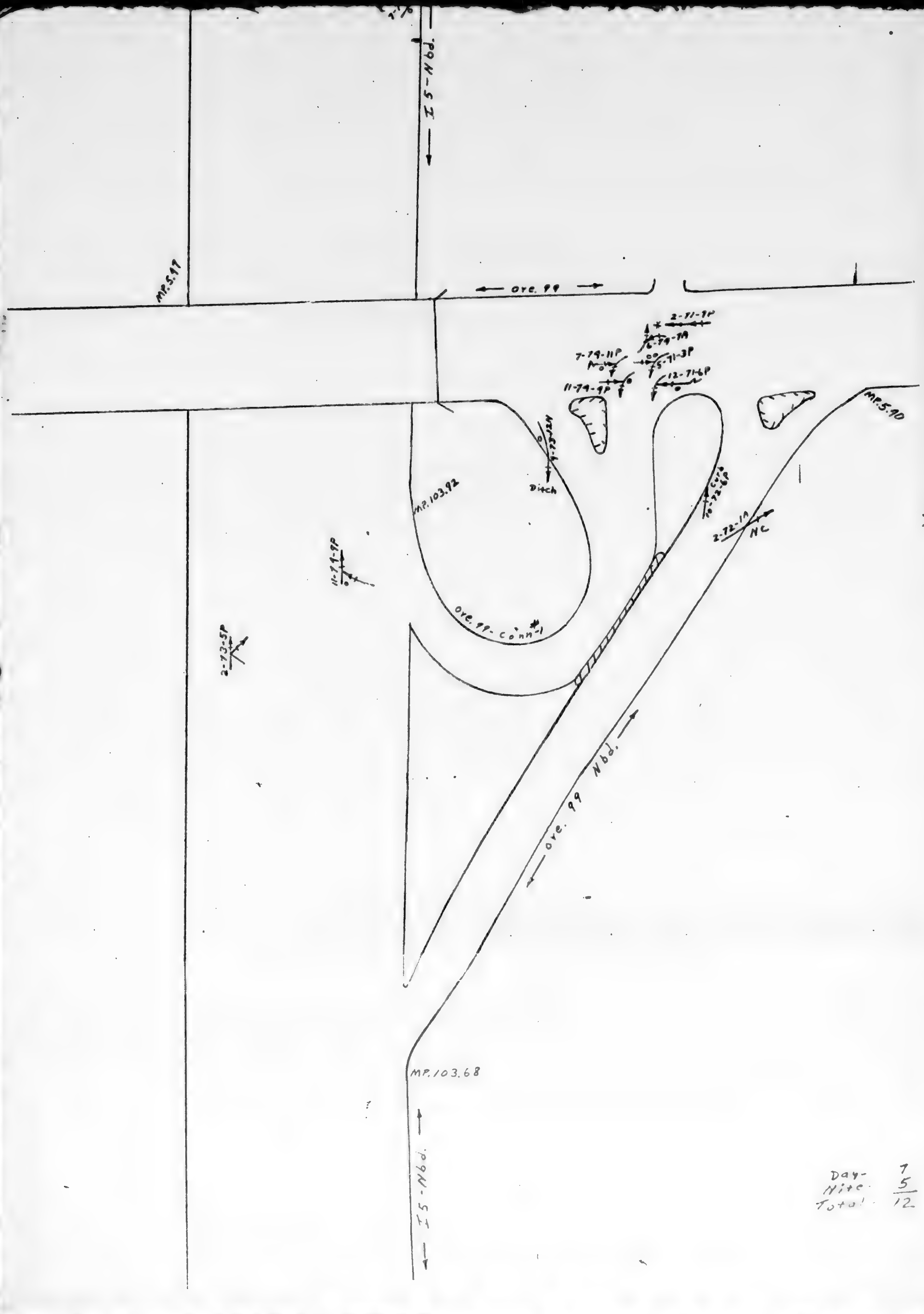
	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
AM	6:00- 7:00	19				12		1				1				4						37	1
	7:00- 8:00	42		1		18		1								1						63	
	8:00- 9:00	29				10						2	1			2	2					46	
	9:00-10:00	20				15		3								4	1					43	
	10:00-11:00	25		1		11		1				2				12	2					54	
	11:00-12:00	28		2		11		1				2				2	2					48	
PM	12:00- 1.00	19		2		8		2		2		4				4	1					42	1
	1:00- 2:00	15		1		8		1		2		1				8	1					37	1
	2:00- 3:00	22				17		2		3		2				2	1					49	
	3:00- 4:00	53		1		47		2		2		4				8	1					118	
	4:00- 5:00	49		3		48				2		3				1						106	1
	5:00- 6:00	24				19				1		1				5	1					51	
	6.00- 7:00	17				9				1		2				1						30	
	7:00- 8:00	12				6										4						22	
	8:00- 9:00	6				5										4						15	
	9.00-10:00	5				1										3						9	
	10.00-11:00																						
	11:00-12:00																						
AM	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	385		11		245		14		13		24	1			65	12					770	
	24 Hour																						

From S To W

AM	6:00- 7.00	12				16										1						29	
	7:00- 8:00	12				7														1		20	
	8:00- 9:00	3		1		4				3		2					5					18	
	9:00-10:00	2												1			8					11	
	10:00-11:00	6				7				2		1					9					25	
	11:00-12:00	4		1		3				1		1				1	6					17	
PM	12:00- 1:00	17				6				3						2	4					32	
	1:00- 2:00	13				9		1				4				1	7					35	
	2.00- 3:00	4		1		7		2		2							7					23	
	3:00- 4.00	9		1		3											1					14	
	4:00- 5:00	11				5				1		1				1	3					22	
	5:00- 6:00	11				3											3					17	
	6.00- 7:00	10				3				1							3					17	
	7:00- 8:00	2				3																5	
	8.00- 9.00	1																				1	
	9.00-10:00					1										1						2	
	10:00-11:00																						
	11:00-12:00																						
AM	12:00- 1.00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	8 Hour																						
	16 Hour	117		4		77		3		13		9		1		7	56			1		288	
	24 Hour																						

Nbd.
Ridd Interchange
I 5 - MP. 103.68 to
MP. 104.10
Ore. 99 MP. 5.40 Sbd.
To MP. 5.47
MP. 5.40 Nbd
To MP. 5.70
1-1-70 — 8-31-75
11/17/75





Day- 7
Nite 5
Total 12

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

November 7, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipts 146039 covering TCD 4 195973, $125,000 and 146038 covering Multnomah County School District #4, Bonds #139/41, $15,000 to be applied in the following manner on Highway contracts with J. C. Compton Co.

Contract	Amount
8059/60	32,000
8146	70,000
8199	8,000
8236	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: C. W. Head R. Church
J. Bond C. Barrett

FORM 61-734 3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
October 9, 1975

FILE:

ORIGINAL SIGNED BY
J. H. VERSTEEG

RECEIVED
STATE HWY ENGR
OCT 9 '75
REFER TO
FOR

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley
Region 3 Engineer

SUBJECT: Riddle Interchange Revision
Myrtle Creek-Canyonville Sec.
Pacific Highway

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

During the final plan preparation for the Myrtle Creek-Canyonville Section on I-5 it was recognized that the tight loop ramp in the southeast quadrant of the Riddle Road Interchange should be replaced. A straight diamond type ramp was proposed in the northeast quadrant. It was felt that this would be a much safer operational than the loop ramp.

The FHWA concurred in the interchange revision with the stipulation that, if possible, the work should be done on the current safety project by price agreement. If that was not possible consideration could be given to the development of a contract. J. X. Wilson in his letter of September 24, 1975, states, "We have not been able to work out any kind of an acceptable price schedule with Compton to construct the proposed N.B. Riddle Interchange on-ramp. I don't feel we should consider proceeding on a force account basis."

In our discussions on October 8, 1975, you indicated that the right of way for the on ramp has not been acquired and that it will be necessary to condemn to obtain the property. In addition John Bond advises that the contractor on the current project could not be forced to construct the proposed ramp on a force account basis. The reasons are the amount of work involved is in excess of $100,000 and that it is a different type of work than the normal safety overlay project.

If a decision is made to go ahead with a separate contract for the Riddle Road Interchange, we will need to do the following:

1. Prepare an environmental assessment.
2. Determine if a public hearing will be required.
3. The right of way to be acquired by condemnation based on present information.
4. Renew the FHWA commitment for a separate contract.
5. Program the project for federal funding.

Your recommendations are requested on the need for the proposed revision of the on ramp and the advisability of proceeding with the preparation of contract plans and specifications.

JHV:jh
cc: E. S. Hunter (w/copy)
C. T. Keasey
L. W. Rulien

O[illegible]GON STATE [illegible]IGHWAY DIV[illegible]ION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

FILE: CON 5

September 24, 1975

FROM: J. X. WILSON J. X. Wilson
Regional Const. Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Northbound On-Ramp, Riddle
Myrtle Creek-Canyonville Sec.
Pacific Highway
Contract No. 8146

We have not been able to work out any kind of an acceptable price schedule with Compton to construct the proposed N.B. Riddle Interchange on-ramp. He is asking for far more than unit prices for most of the items included in the work and we have reached the end of the line on negotiations.

Since the dollar value of the work involved in the new on-ramp is approximately $100,000 and the contractor expressed absolutely no interest, I don't feel we should consider proceeding on a force account basis. What I do recommend is that we immediately start putting together a new contract which would involve the on-ramp plus signing revisions at the ramp terminals.

Please let me know if you concur in this recommendation so we will know how to proceed.

JXW/cw

cc J. H. Versteeg <
W. A. Tison

Hal -
I agree and recommend we proceed with separate contract.
V Keasey

cc: JXWilson

OK Hal

REFERRED TO
____ Beard ____ ____ Reed ____
____ Cole ____ 1 Sample [illegible]
2 Eriksen [illegible] ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 26 1975
CONSTRUCTION SECTION
1 [illegible]
Hood
Jackmond
Howard
Wanner
Richards
Glenn
Berg

RECEIVED
SEP 26 1975
ROAD DESIGN SECTION
Versteeg ✓
[illegible]son
Jerpen
[illegible]
[illegible]son
R. Olson
Trout
Other

9146 I-5

Salem, Oregon
October 2, 1975

Frank E. Terpin
Final Design Engineer

Alfred Shirley, Jr.
Region III Engineer

Attention: J. X. Wilson

Riddle Interchange, Northbound On-Ramp Revision
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

The above revision was to be accomplished by price agreement. We have now been instructed to prepare plans for a separate contract.

To complete the contract plans this office lacks the following field data.

1. Cross-sections of the existing northbound on-ramp which is to be removed.
2. Disposal area for material excavated in the removal of the existing northbound on-ramp. (The new ramp to be in service prior to removal of existing ramp)
3. Borrow source of approximately 25,000 cubic yards required to complete the new on-ramp.

WHS:we
cc: Fred Eriksen

1 ✓
2 [illegible]
3 [illegible]
4 Swenson
5 R. Olson
6 Trout

RECEIVED
OCT 1975
ROAD
DESIGN
SECTION

Other

bc: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

36,714.63

We have received your safekeeping receipt 146007 covering City of Lake Oswego G. O. bonds, ~~$35~~,000, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MCMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds	-----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds	-----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds	-----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)		
$25,000	U.S.Bank Time Certificate of Deposit		8059 & 8060 Job #~~786~~0
35,000	U.S.Bank Time Certificate of Deposit		Job #8199
$60,000	(covered under our S/K Receipt #146008)		

Very truly yours,

James D. Cline

James D. Cline
Vice President and Manager

RECEIVED
[illegible] 1 1975
Contract Acctg.

Encl.

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146007

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975, Nos. 2 thru 8, @7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146, $2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or, if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless specifically instructed in writing by the owner.

NOT NEGOTIABLE

18-269 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of

State of Oregon
Department of Transportation
~~U. S. Bank~~

DEPOSITED BY J. C. Compton Co.

$60,000.00

5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 Payable to/and assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75.

J. D. Compton Co.

(In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-265 7/72

Customer Copy

75

FORM 81 734 10-30

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
September 24, 1975

FROM: J. X. WILSON
Regional Const. Engr.

TO: C. T. Keasey
Construction Engineer

SUBJECT: Northbound On-Ramp, Riddle
Myrtle Creek-Canyonville Sec.
Pacific Highway
Contract No. 8146

We have not been able to work out any kind of an acceptable price schedule with Compton to construct the proposed N.B. Riddle Interchange on-ramp. He is asking for far more than unit prices for most of the items included in the work and we have reached the end of the line on negotiations.

Since the dollar value of the work involved in the new on-ramp is approximately $100,000 and the contractor expressed absolutely no interest, I don't feel we should consider proceeding on a force account basis. What I do recommend is that we immediately start putting together a new contract which would involve the on-ramp plus signing revisions at the ramp terminals.

Please let me know if you concur in this recommendation so we will know how to proceed.

JXW/cw

cc J. H. Versteeg
W. A. Tison

Hal—
I agree and recommend
we proceed with separate contract.

cc: JXWilson

OK Hal

✓

REFERRED TO
Board — Reed
Cole — ✓ Sample
2 Eriksen — Watson
Hager — Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
SEP 26 1975
CONSTRUCTION SECTION
✓ Keasey
Richmond
Howard
Johnsen
Walker
Richards
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 18, 1975

FILE:

Donald L. Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Kummer Bar
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Kummer Bar is a mandatory material source for the above project. It was designated as a source for approximately 185,000 cubic yards of aggregate material. A removal/fill permit was obtained from the Division of State Lands.

It has become necessary to expand the original work area three times to obtain the material required. Bed rock was encountered at higher elevations than anticipated and thus forced the excavation of a larger area to obtain the quantity of material. Each time expansion was necessary approval was obtained from the Division of State Lands.

The contractor is also doing other freeway projects in the area. He has borrowed some material already crushed for those projects and used it on this contract. He will take some material from Kummer Bar to replace the material borrowed. The total excavation anticipated however from Kummer Bar is only 215,000 cubic yards. This is just 16% more than was originally estimated.

The expansions have resulted in the removal of more brush and vegetation than originally anticipated. This will be compensated for by considerable replanting in the area. Reject material and salvaged soil will be graded into place to support the new planting. The Department of Fish and Wildlife will have an opportunity for input into the planting plan.

While reviewing the events of the development of this material source contact with our Hydraulics Unit, Environmental Section, Tom Lowe (FHWA) and Jim Lauman (Dept. of Fish and Wildlife) revealed no anticipated problems.

✓
T

DLT:jh
cc: C. T. Keasey
Victor D. Wolfe
Gary Potter
Alfred Shirley
Tom Lowe, FHWA
Jim Lauman, Dept. of Fish and Wildlife

DATE September 10, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM For H. S. Coulter
Assistant State Highway Engineer

SUBJECT Documentation Deficiencies
Myrtle Creek-Canyonville Section
Pacific Highway
Oregon Project I-5-2(77)100
Contract No. 8146

The criticisms noted by Mr. T. P. Lowe in his July 24, 1975 inspection of this project, and cited in your letter of August 28, have been investigated by our Region office and the Construction Section staff.

The deficiencies noted have been corrected as indicated in the attached report from the Region Construction Engineer and I am confident that they will not be repeated.

The Region staff has also been made aware of the need for closer surveillance of project record-keeping activities on all projects.

Att.

CTK:ia

bc E. S. Hunter
C. T. Keasey
Alfred Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 8, 1975

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

TO: C. T. Keasey
Construction Engineer

We have reviewed the letter from G. L. Green to Fred Klaboe concerning deficiencies in previous record keeping on the subject section and have discussed with Bill Tison. The following is our report you requested:

1. A Straightline chart is now being maintained in the lab shack rather than in the Resident Engineer's office.
2. Progress Record Samples referred to were during production of aggregate. As stated, progress samples were not secured as early as they should have been. With respect to getting reports back, I don't think the lab has been unreasonably slow. With the tremendous work load those people were under at that time, two week handling does not seem excessive. No matter what, I don't feel the value of progress testing is diminished because delays do not change the results.
3. Tison assures us progress samples are now and will continue to be cross referenced and compared with field testing.

I feel confident Resident Engineer Tison is now well aware of the significance of listed discrepancies and will make every effort to improve his field testing documentation procedures in the future.

JXW/cw

cc W. A. Tison

1
RECEIVED
SEP 9 1975
CONSTRUCTION
2 Walker
SECTION

NOTED
J.H. AYRES

Box 300
Salem OR 97308

Oregon Project I-5-2(77)100
Myrtle Creek-Canyonville
Construction Inspection

August 28, 1975

1041DB

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a construction inspection report covering subject project. It is apparent that established procedures were not followed. Hopefully, this is an isolated case and we assume your Regional people have taken necessary corrective action.

We are concerned however, that these deficiencies were not detected and corrected during normal construction surveillance activities by your personnel.

Please advise of the results of your review of this matter and what if any corrective action has been taken to prevent future occurences of this nature.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator

G. L. Green

Attachment

cc
~~OSHD~~ (W. S. Coulter)
OSHD (C. T. Keasey)
[illegible] Hossner

Construction Section will report on this.

RECEIVED

Box 300
Salem OR 97308

NOTED
H. S. COULTER

Oregon Project I-5-2(77)100
Myrtle Creek-Canyonville
Construction Inspection

August 28, 1975

1041DR

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Attached is a construction inspection report covering subject project. It is apparent that established procedures were not followed. Hopefully, this is an isolated case and we assume your Regional people have taken necessary corrective action.

We are concerned however, that these deficiencies were not detected and corrected during normal construction surveillance activities by your personnel.

Please advise of the results of your review of this matter and what if any corrective action has been taken to prevent future occurences of this nature.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator
G. L. Green

Attachment

cc·
✓ OSHD (H. S. Coulter)
OSHD (C. T. Keasey)
G. K. Hossner

Construction Section will report on this.

RECEIVED

~~B/C 4-5-72~~

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon 97457
August 27, 1975

SUBJECT: Further expansion of Kummer Bar
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146

To: Donald L. Trout
Design Office Engineer
Salem, Oregon

Enclosed herewith is a sketch of Kummer Bar showing the limits of the removal area as approved to date by the Division of State Lands under Removal Permit No. 1560. As you know, two requests for expansion have been made and approved. In working this bar it has been learned that the bedrock elevation rises rapidly as the work progresses away from the river channel. Consequently there is not nearly as much material available to crush as earlier drill log estimates indicate.

It is now necessary to request further expansion of the area. The additional area is shaded in yellow on the sketch. The size of this area is based upon the anticipation that approximately a four foot depth of usable materials will be encountered. Considerable natural screen trees and brush will be lost along the west bank of the river.

The excavation will continue southerly until enough material has been obtained to complete the work. Clearing will progress just ahead of the excavation so that no more clearing will be made than is absolutely necessary. Planting of screen trees as required will be done under this contract.

Jerry Bauer of the Fish and Game Commission was contacted and has gone over the area with me. He feels that the proposed work will not be detrimental to the river. Please submit this request for further expansion to the Division of State Lands for their approval.

W.A. Tisor
W.A. Tisor
Resident Engineer

cc: C.T. Keasey
Alfred Shirley, Jr.
file

SP*52475-734

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon 97457
August 28, 1975

SUBJECT: Replanting of screen trees
Kummer Bar
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146

To: Donald L. Trout
Design Office Engineer
Salem, Oregon

Due to the increased area required to obtain desired quantities of crushable material at Kummer Bar, an extensive amount of replanting of screen trees will be required. This work will be done under this contract. Ray Olson, Landscape Engineer has been contacted and I have requested that he furnish a plan for replanting of the area after the work has been completed. Please send a copy of this letter to the Division of State Lands along with the request for approval of the expansion.

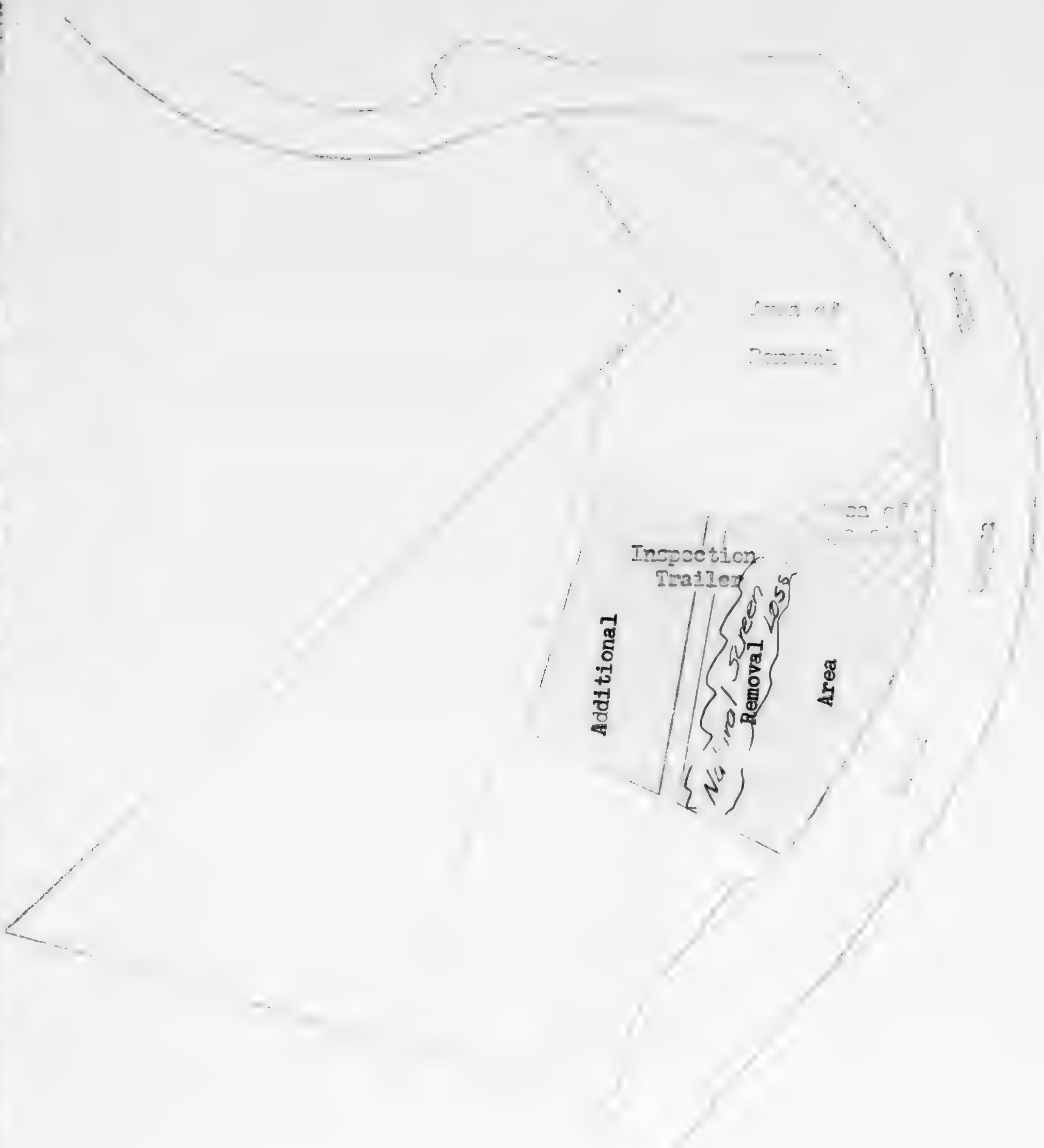
W.A. Tison
W.A. Tison
Resident Engineer

WAT:jcd
cc: Alfred Shirley, Jr.
file

RECEIVED

SP*52475-734

Mr. W. A. Tison
Sketch



NOTED
W. A. TISON

STATE OF OREG
HIGHWAY DIVISION

INTERC ICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J. Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1617

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975	1	1	4,000.				$4,000.00
Multnomah County Sch. Dist #3 Parkrose Bonds due 6-15-76 6.50%							
							$4,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8146

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy Cashier~~

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1616

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 8, 1975 Washington County S. D. #95 Bonds (Now Wash. Cty. S. D. #48, Beaverton) Due 6-1-76 4.50%	199/210	12	1,000.				$12,000.00
							$12,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8146

Authority ORS 279.575

Countersigned by

Emily Rohde

Deputy Cashier

James A. Redden

State Treasurer

SPECIAL INSTRUCTIONS

6
3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Haeck

COPY

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -5-2(80)100

STATE PROJECT NO.: Myrtle Creek - Canyonville Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: I-808

COUNTY NAME: Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 27 '75
REFER TO
cc Boyd - Rulein
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: May 1, 1975

FEDERAL ROUTE NUMBER: Interstate Route 5

STATE ROUTE NUMBER: Pacific Highway Route 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for California Pacific Utilities Company's facilities effective May 1, 1975. Reimbursement on an agreed lump sum basis of $398.96 - federal funds $368.16 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated March 4, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the California Pacific Utilities Company consisting of your Utilities and Railroad Engineer's letter, the April 15, 1975 California Pacific Utilities Company's letter and the plans and estimate furnished by Mr. Cartwright's August 5, 1975 letter. Mr. Kenner's Affidavit of California Pacific Utilities Company's property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE: 8-20-75

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
August 5, 1975

SUBJECT: Request to expand Kummer Bar
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146

To: Donald L. Trout
Design Office Engineer
Salem, Oregon

Enclosed herewith is a sketch showing the limits of the removal area as approved by Division of State Lands June 18, 1975 under Material Removal Permit No. 1860. Required quantities do not exist within this area. It is necessary to further expand the source by using material from the area shaded in red on the sketch. This is the only feasible area available. Some loss of natural screen trees and brush will occur. Addition planting of trees as required will be done under this contract. I have called the Fish and Game Commission but was unable to contact Jerry Bauer at this time. He will call this office upon his return at which time he will be advised of this required expansion of the area. Please submit this request for expansion to the Division of State Lands for their approval.

W.A. Tison

W.A. Tison
Resident Engineer

WAT:jcd
cc:C.T. Keasey
Alfred Shirley, Jr.
file

Copy of this to DSL
8-7-75. DLT

Vorsteeg
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout T

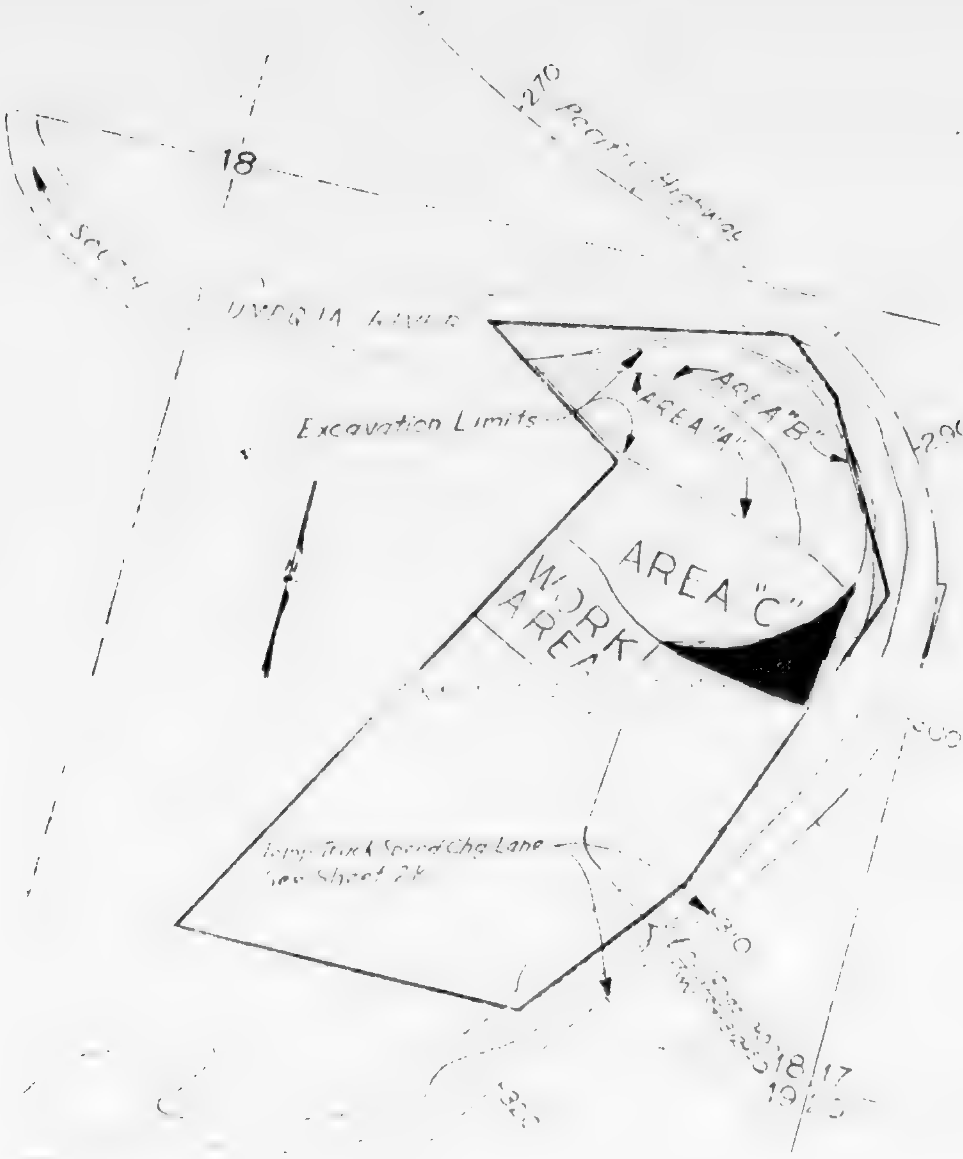
RECEIVED
AUG - [illegible] 1975
ROAD
DESIGN
SECTION

Prepare Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

GP*52475-734

KUMMER BAR
MYRTLE CR. - CANYONVILLE Sect.
PACIFIC HWY.
DOUGLAS CO.

■ AREA [illegible] pansion



[illegible] 400 [illegible] feet

14

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head Robert Church
John Bond Charles Barrett

DATE: July 17, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contract 8146

Due Bill 0569, in the amount of $35,000, has been deposited in lieu of retainage on Contract 8146. (Safekeeping Receipt 1597)

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 15, 1975

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts No. 1594, in the amount of $10,000.00; No.1595 in the in the amount of $10,000.00; No. 1596 in the amount of $50,000.00; and No. 1597 in the amount of $35,000.00, covering Due Bill #0569.

Highway contracts covered are indicated on each receipt.

Dean Witter & Co. Due Bill indicates that $105,000.00 Eugene Oregon General Obligation Bond has been purchased.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1597

Received for Account of J. C. Compton Co.

Date July 15, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Eugene Oregon G. O. Bonds		Part	105,000				$ 35,000.00
Due 6/1/76 5%							
Dean Witter & Co. Due Bill No. 0569							
							$ 35,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8146

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I -2(77)100 R

STATE PROJECT NO. Myrtle Creek-Canyonville Section

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-765

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '75
REFER TO
FOR

Info	Inves.	R.J	O.R.	Sign	Att.	[illegible]

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE July 3, 1975

FEDERAL ROUTE NUMBER Interstate Route 5

STATE ROUTE NUMBER Pacific Highway Route 1

NOTED
E. S. HUNTER

GENERAL LOCATION:
I-5 North Canyonville Interchange to North 9.3 miles

GENERAL DESCRIPTION OF WORK:
Acquisition of right of way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's July 9, 1975 letter this will confirm our verbal authorization to proceed with the actual acquisition of File 48656 - Pickett et al and 48657 - Mann et al effective July 3, 1975.

Federal participation will be limited to that right of way actually incorporated in the final location.

7-15-75
[illegible] TO
L W. Rulien

DATE 7-11-75

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

July 9, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-5-2(77)100
Myrtle Creek-Canyonville Section (ROW)
(Files 48658 & 48657)

We hereby request confirmation of previous verbal approval and authorization effective July 3, 1975, to proceed with the actual acquisition of the above listed properties on the subject project. These properties are required for the construction of the northbound on-ramp at the Riddle Interchange and the areas to be acquired are as outlined in red on the attached sketch map.

There are no improvements within the areas to be acquired. Therefore, relocation assistance will not be required for these parcels.

Revised right-of-way plan sheets to include these properties will be submitted for your approval in the near future.

CL:ljt

Att.

cc: J. R. Oakes
D. E. Swan
M. Mitchell

I-5

Salem, Oregon
July 2, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48656 - Pickett et al
48657 - Mann et al
Myrtle Creek - Canyonville
Pacific Highway
Douglas County

Attached is a description, an authorization and right of way prints covering right of way required for the construction of the Northbound on ramp for the Riddle Interchange.

Please note that this section is now under contract and the construction of this ramp will be included as extra work under this contract.

BY: R
Robert R. Rounds
Right of Way Description Supervisor

RRR:md

Attach.

116

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contract 8146

TCD No. 4 189396, in the amount of $29,000.00, has been deposited in lieu of retainage on contract 8146. (Safekeeping Receipt 1586).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1586

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date June 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 6/20/75 due 12/17/75 6%	TZ 189396	part	100,000				$ 29,000.00
U.S. National Bank of Oregon McMinnville Branch							
							$ 29,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8146

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy Cashier~~

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts dated June 24, 1975 as follows:

No. 1583	✓	$29,000.00	Highway contract No. 8030
No. 1584	✓	21,000.00	Highway contract No. 8059 and 8060
No. 1585	✓	5,000.00	Highway contract No. 7680
No. 1586		29,000.00	Highway contract No. 8146
No. 1587		16,000.00	Highway contract No. 8172

covering TCD No. 4 189396, in the amount of $100,000.00, dated June 20, 1975, due Dec. 17, 1975 drawn on U.S. National Bank of Oregon, McMinnville Branch.

We have cancelled your old Safekeeping Receipts No. 1540 5,000.00
No. 1542 21,000.00
No. 1543 29,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
June 10, 1975

SUBJECT: Development Plan of Kummer Bar
Expanded Area
Myrtle Creek, Canyonville
Pacific Highway
Contract 8146

To:

Donald L. Trout
Design Office Engineer
Salem

Attached herewith is a sketch and a Mosaic of Kummer Bar. The contractor has requested permission to use materials already crushed for the Canyonville-Glendale Interchange project on Glendale Interchange-North Wolf Creek Interchange and North Wolf Creek Interchange-Sunny Valley Interchange projects. He is proposing to replace this material with materials crushed from Kummer Bar. The area he proposes to use is outlined in red pencil on the sketch and mosiac and is designated area "C". He has requested permission to crush an additional 85,000 cubic yards. We have cross-sectioned the area and have estimated that the area contains approximately 200,000 cubic yard of material. Some 10,000 cubic yards of material is needed on the Canyonville-Glendale project for "E" mix aggregate, making a total of 95,000 cubic yards required. Allowing the striping of 2.5 feet of overburden and a 20% loss of material in crushing it is estimated that an average excavation depth of 10+ feet from the original ground will be required.

Jerry Bauer of the Fish and Game Commission has looked at the plan and has approved it with the stipulation that it be worked in a manner which follows our original plan.

W.A. Tison

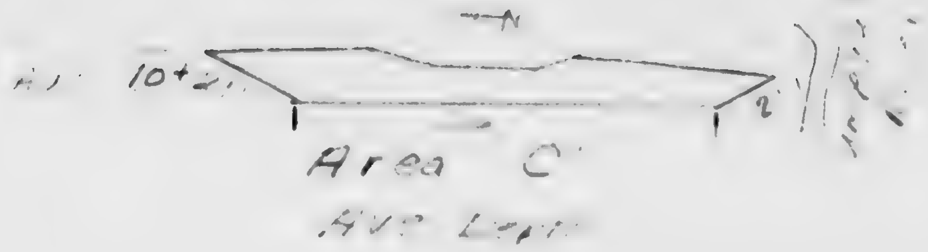
W.A. Tison
Resident Engineer

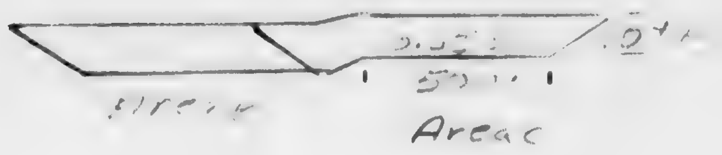
WAT/pl
cc: Alfred Shirley, Jr.
File

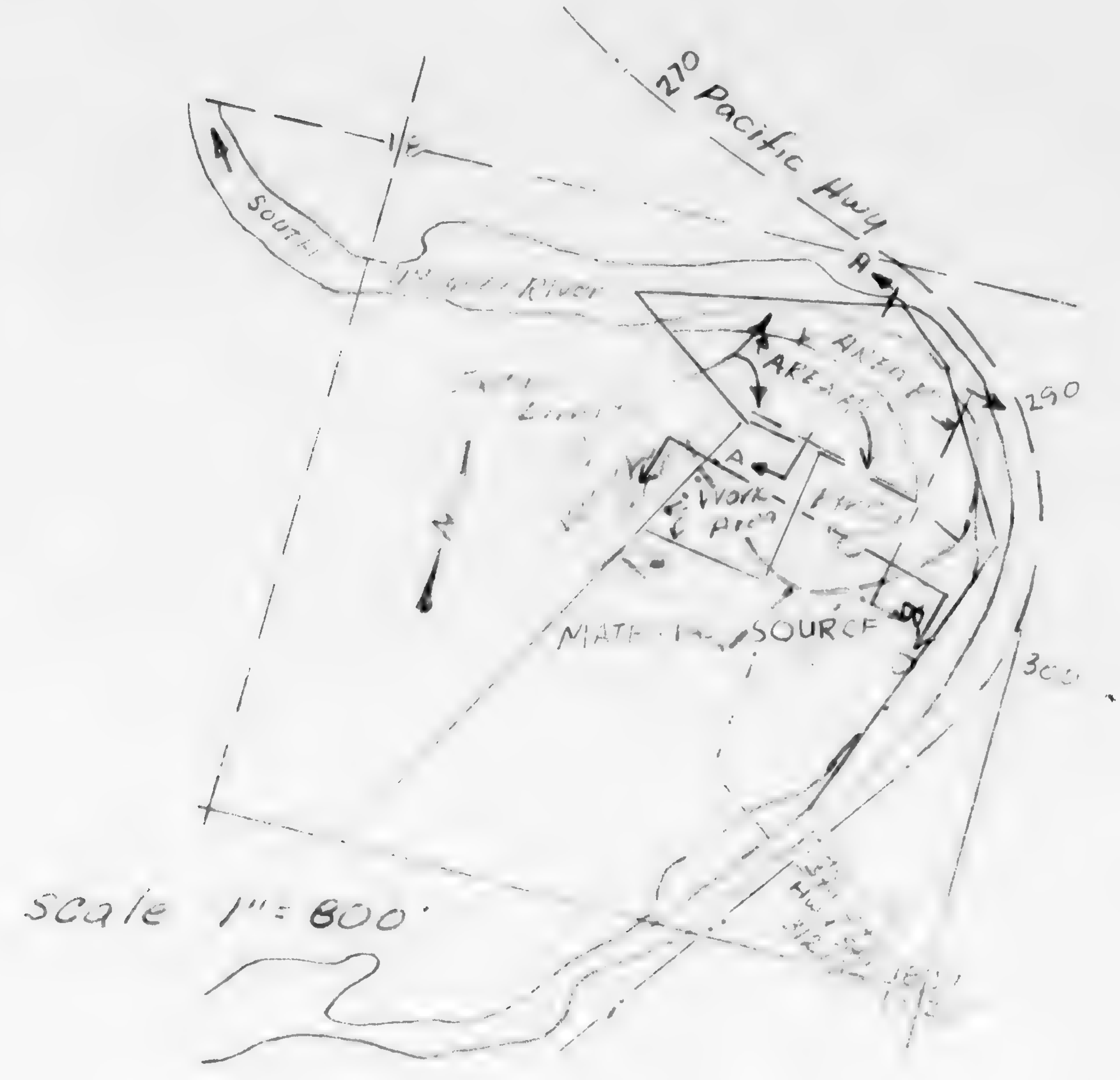
RECEIVED

Trout

SP*52475-734







OREGON STATE HWY DIV.

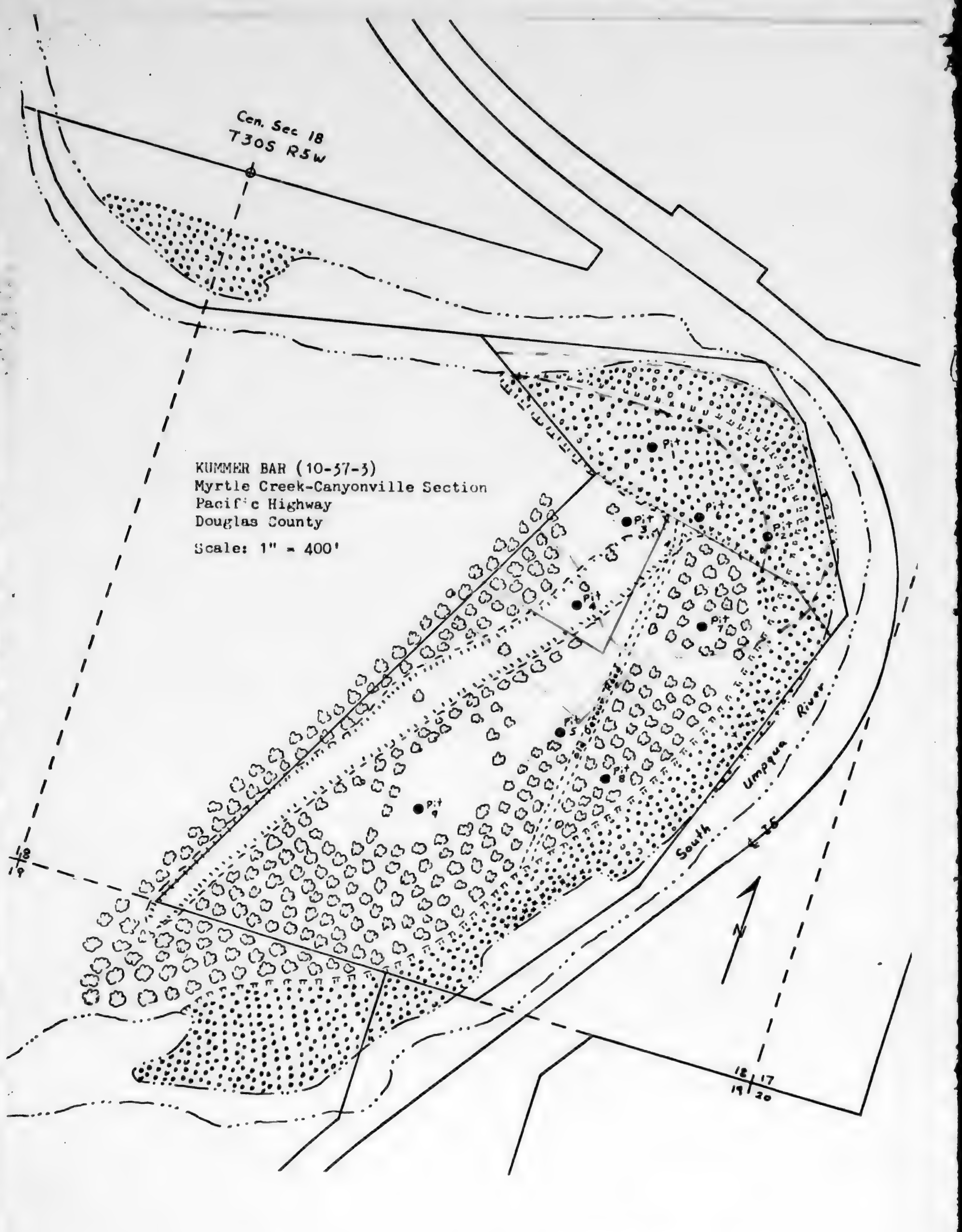
MRTYLE CREEK [illegible]

Kummer Bar = Proposal Main Rd.

Pacific Hwy - Douglas Co.

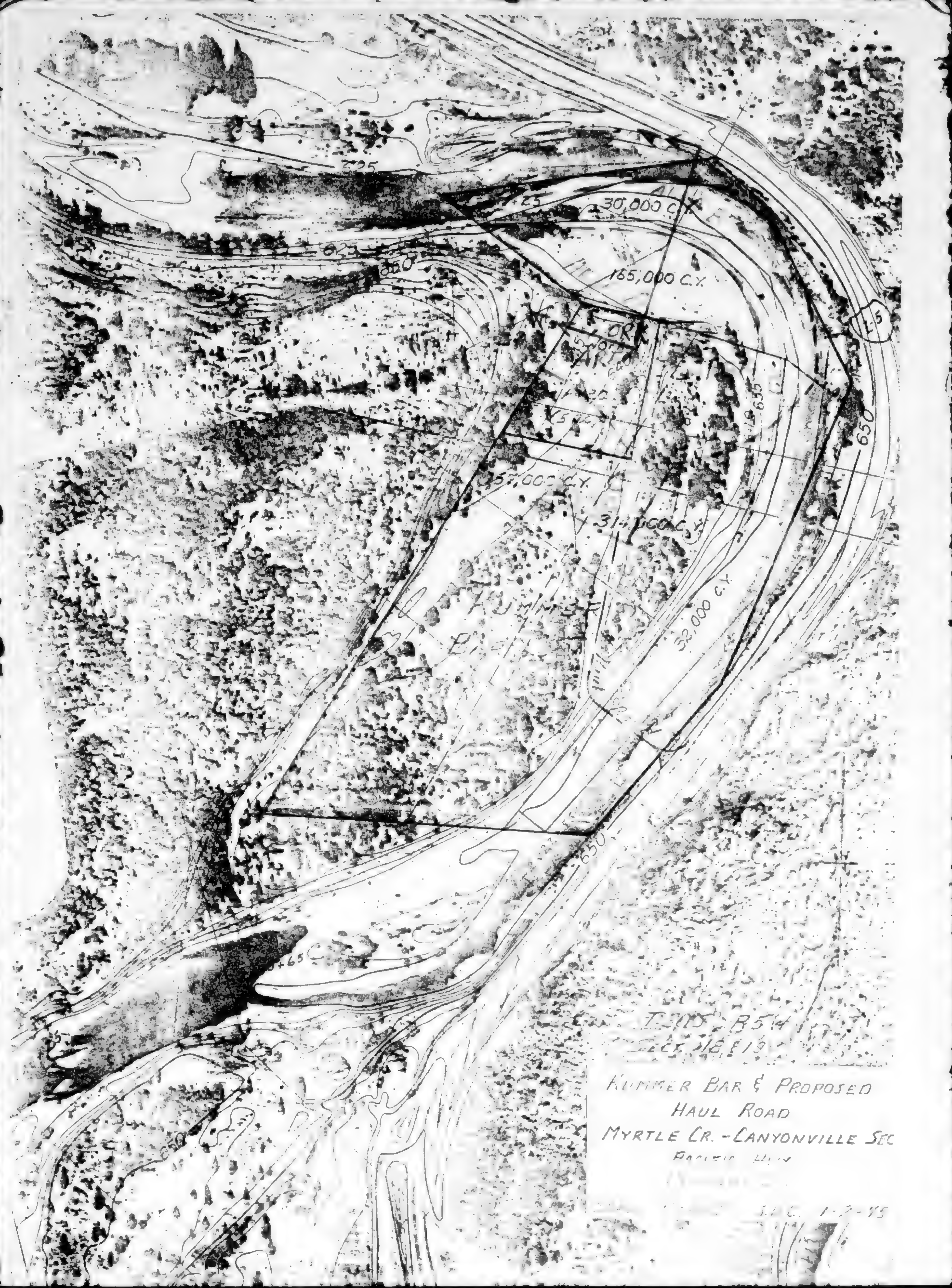
W.A. Tison Res. Eng. Contract 5146

June [illegible]



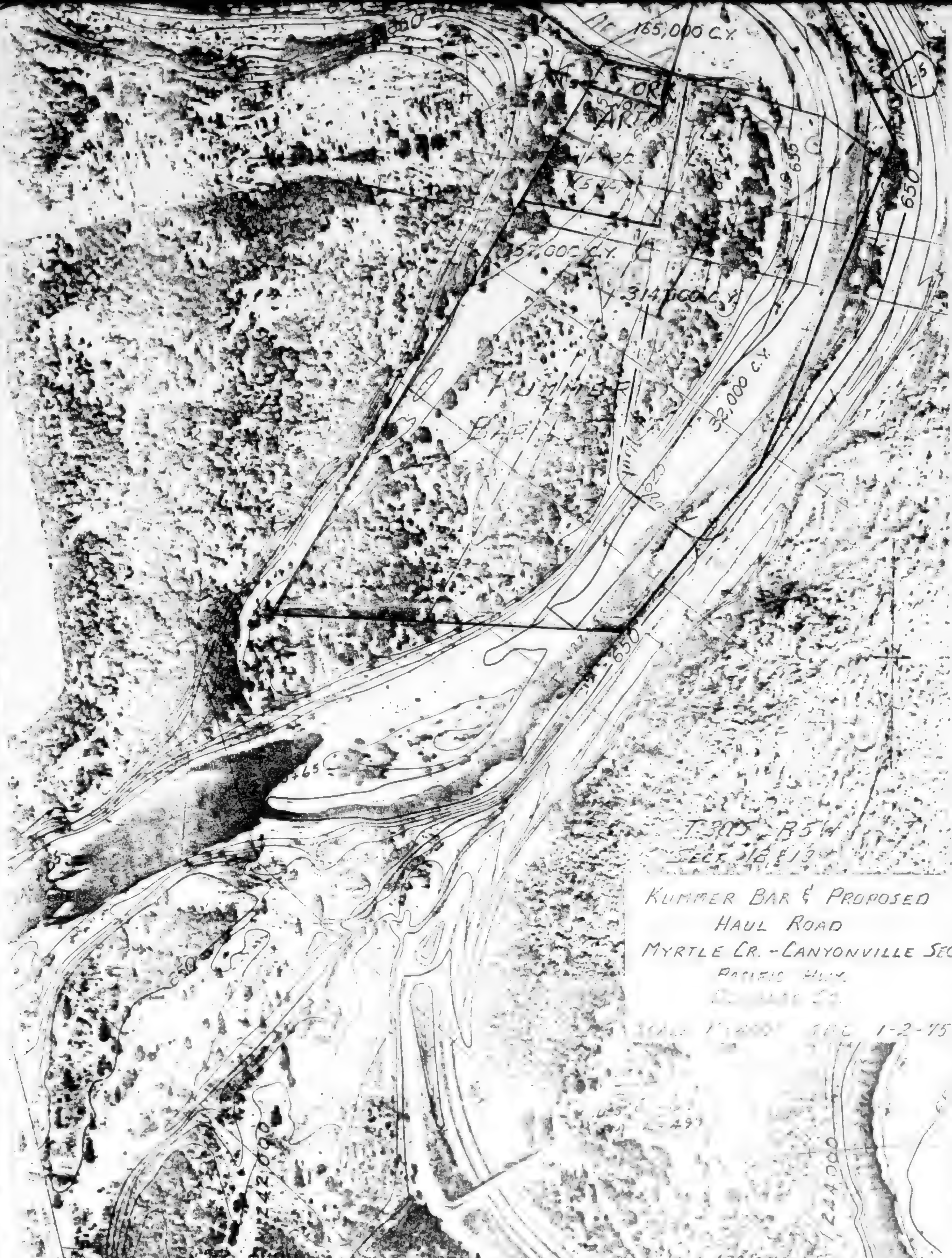
KUMMER BAR (10-57-3)
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Scale: 1" = 400'



KUMMER BAR & PROPOSED
HAUL ROAD
MYRTLE CR. - CANYONVILLE SEC
PACIFIC HWY

S.E.C. 1-2-45



KUMMER BAR & PROPOSED
HAUL ROAD
MYRTLE CR. - CANYONVILLE SEC
PACIFIC HWY.
DOUGLAS CO.
SCALE 1" = 400'   [illegible]   1-2-75

FORM E-30-X 12-67

1 [illegible]sey RECEIVED Richards
2 Bond Glenn
3 Jackmond JUN 5 1975 Berg
[illegible]ood
Johnsen CONSTRUCTION
Walker SECTION

B

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
June 4, 1975

To:
~~Alfred Shirley, Jr.~~
~~Regional Engineer~~
~~Roseburg, Oregon~~

SUBJECT:
Report
Red Lead Guard Rail Elements
Myrtle Creek-Canyonville
Pacific Highway
Contract 8146

NOTED
H. S. COOLIDGE

Attention: J.X. Wilson

The following report was compiled from my March Resident Engineer's Diary which documents my di cussions with various contractors who looked at or called regarding the subject project prior to letting of the contract.

On Tuesday March 11, 1975 Robert Laom of Coral Cooperation was in the office. I advised him that according to the project specifications, the only salvage material of the existing guard rail would be that the top portion of existing posts could be used as guard rail blocks and the existing rail elements would become their property. I told him that we would use the posts and galvanized rail elements that existed on the project that were placed under the spot safety program. I discussed this with our specification writers. They felt this was contrary to our Special Provisions for the project and was undesirable. On March 12, I called Mr. Loam of Coral Cooperation and advised him that we would not use the posts and rail elements from the spot safety program.

On Thursday March 13, Wally Cambell of Stillwell-Gerard looked at project and was in the office. I told him that the only salvaged guard rail material that could be used on the project would be the top portion of existing posts which could be made into blocks. Mr. Cambell called our spec. writers and was advised that an addendum letter was forth coming.

On March 17, Howard Ingram called and asked me if I know how much guard rail would be salvagable. I told him I did not know. He asked me if the unusable rail elements could be reconditioned (Galvanized). I told him no.

On March 21, J.F. Shea of California called requesting the amount of salvagable guard rail that existed on the project. I advised them that I did not know. I told him that some of this rail was painted, and this paint would hvve to be removed.

RECEIVED

On this same date, Otis Jordan and Spencer brothers of S.D. Spencer and Sons was in the office. They asked if guard rail salvaged from other projects could be used. I told them that they should bid only according to the addendum letter which permits use of post and rail elements salvaged from 1972 spot Safety program.

On March 25, Apex Fencing called. They asked if old guard rail elements could be used if they were ran through a galvanizing process. I told them no. I told them to bid according to the addendum letter.

No other guard rail contractors called or visited the office in regard to this project.

Apex Fencing arrived early on the project, and their work is progressing well. Author Dorris did not read the addendum letter close enough and bid the project thinking that the existing posts could be used. We have had some problems in determining what existing guard rail was placed during the 1972 Spot Safety program. Dorris advised us that they had estimated over 8000 feet of usable salvaged rail. I requested and have received an As Constructed Plan of the latest safety guard rail program. This plan is stamped Revised As Constructed 3/18/71. There are other late installations of guard rail existing on this project.that do not exist on these plans. No record was located in the Region Office or Salem in regard to these installations.

In late April or early May,I received a call from an unsuccessfull guard rail bidder who bid on this project. I was asked if I was allowing the old red lead guard rail elements to be galvanized and reuused. This party advised me that Apex Fencing was running 65,000 feet of rail elements through a galvanizing process in Portland. This is the first time that I was aware of this work. I later discussed this with Ed Rief who visited this office on May 12 and 13, advising him that I could not allow use of this reconditioned rail on this project even though it may meet our strength and galvanizing specifications as this would be unfair to unsuccessfull bidders. I advocate use of this rail on future projects providing proper documentation is made showing that it meets specification, however I have not told Apex Fencing that this rail could be processed and re-used on any project.

W.A. Tison

W.A.Tison
Resident Engineer

WAT/pl
cc: C.T. Keasey
    file

[illegible]-6-75
cc Coulter

Ir[illegible]on Junction-Washington State L
Contract No. 8224
Bid: 29 May 1975

First Three Bidders:

1.	Apex Fence Company	$369,304.75
2.	Coral	385,131.50
3.	Shea	386,021.25

Reviewing bids for Type 2, 2A, 3 guardrail, no obvious advantage or reduced price is evident in the Apex bid compared to the Coral bid.

No.	Guardrail Item	Quantity	Bid Apex		Bid Coral		Bid Shea	
10	Type 2	5,625 Lf	$4.65	$ 26,156.25	$3.00	$ 16,875	$5.50	$ 30,937.50
11	Type 2A	24,450 Lf	6.75	165,037.50	7.20	176,040	6.58	160,881.00
12	Type 3	725 Lf	14.60	10,585.00	13.50	9,787.50	15.20	11,020.00
				$201,778.75		$202,702.50		$202,838.50

Coral's bid is only 1/2% higher than Apex on the big GR items and Shea's bid is only $136 higher than Corals.

Similar situation in past:

Contract No. 7561 Jump Off Joe-Grants Pass Safety project by S. D. Spencer & Son proposed using salvaged guardrail on the job.

1. Most of the members were ungalvanized painted rail.
2. Spencer requested that the State agree to adding 50% of $0.80/Lf (the cost added) to allow them to strip and galvanize the old rail in lieu of cleaning and painting old rail.
3. The State tested rail steel was low in strength.
4. Instead of using substandard rail elements, the State ordered and paid the increased cost for new rail on P.A. 5. The State was given the rejected rail.

Spencer's problem here applies in that the rail supplied to the project from the project itself must meet the specs. for new rail.

Note: No Price Agreement yet for any change in guardrail on Canyonville job.
(Contract No. 8146)

ELJ:fr
6/4/75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310

June 4, 1975

FROM: D. E. Beecroft D. E. Beecroft
Structural Quality Control
Engineer

TO: MEMO TO THE FILE

SUBJECT: Salvaged Guardrail
Myrtle Creek-Canyonville
Section

May 5, Art Dorris of Apex Fence called regarding approximately 65,000 feet of painted guardrail he is salvaging from the Myrtle Creek-Canyonville section of I-5. He was planning to have the rail cleaned and galvanized and asked what testing would be required to qualify the material for re-use. He proposed having Pittsburgh Testing Lab do the testing.

(Conferred with J. Jenkins)

May 6, I told Art Dorris that if the heat numbers on the rail could be read, we would need one physical test for each heat number. If heat numbers could not be found, we would want one test for each lot of 200 pieces and the rail would have to be marked to maintain its identity through galvanizing. If a test fails, two more samples will be taken and both must pass or the lot will be rejected. This is as specified in AASHTO M180.

I checked the records for the contract under which the rail was installed and found several mill certifications indicating the rail met out current physical requirements.

May 9, Art Dorris said he was moving a load of rail to Portland and asked me to meet him at Galvanizers on May 13 to discuss sampling, testing, and marking.

May 13, Larry Miller and I met Art Dorris and his partner, Don Sanders, at Galvanizers where there were approximately 400 pieces of rail in stacks of 50 pieces each stack. I repeated the testing requirements and we discussed die-stamp marking the individual pieces. This would be done during the galvanizing process. The rail ends were spray painted to identify them until they were stamped.

At that time I called Messrs. Dorris and Sanders attention to our standard specification that only new material will be permitted. The testing procedures we had discussed applied to unidentified material, but this material could not be considered new and I would find out from our specification people how the material might be used.

May 14, Swenson said the only way he could see to use the material would be to negotiate a reduced price Price Agreement on an individual job basis. I related this to Art Dorris. He said he would go ahead with the testing and that he hoped to use some of the rail on the Mapleton section. I called Doug Greene, Resident Engineer, and J. X. Wilson to tell them what I knew about the rail and what Swede had said. They had been approached by Art Dorris about using the refurbished rail and had told him to make a proposal. I don't know the outcome.

NOTED

May 29, Doug Daniels came in to protest our actions as giving Apex Fence an unfair advantage. I told him they had the same opportunity to acquire this rail as Apex had and if they had other rail that could be identified with a known contract, we would give them the same consideration. He left saying he would be back.

DEB:gs

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
McNary, Oregon
June 4, 1975

FILE: Con 5

JRHagedorn

FROM: J.R. Hagedorn, Res. Engr.

TO: C.T. Keasey, Const. Engr.

SUBJECT: Guard Rail paint stripping
Irrigon Jct.-Wash. State Line

RE: Arlington Int.-Irrigon Jct.

Just prior to the bid letting for Irrigon Jct.-Wash. State Line project, Bob Lamb of Coral Corp. came into office.

He asked if the method of removing paint from guard rail that Apex Fence Co. was using on the Arlington Int.-Irrigon Jct. project was the same as would be required for the Irrigon Jct.-Wash. State Line. I answered in the affirmative as I thought we were getting the desired results.

The specifications regarding the use of salvaged rail members (Special Provisions page 17 of Irrigon Jct.-Wash. State Line) is the same for both projects.

Apex Fence Co. did not go over the Irrigon Jct.-Wash. State Line project with me or anyone from my office, to my knowledge.

JRH:gda
cc: W.E. Schwartz

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
RECEIVED
JUN 5 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
June 4, 1975

FILE: CON 5
X DES 6

FROM: Dale D. Allen
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

Dale D. Allen

SUBJECT: Bidder Complaint
Irrigon Jct.-Washington
State Line Section
Columbia River Hwy. No. 2
Morrow & Umatilla Counties

You requested information from Region office pertaining to any discussions we might have had with Apex Fence Co., Inc. prior to opening bids on the above project.

I have discussed the matter with Regional Engineer Pat Schwartz and Materials Inspector Bob Rennells, and have determined that no one from this office had any conversation with Apex Fence Co., Inc., prior to opening bids on this project. The resident engineer, John Hagedorn, is also writing you a letter advising conversations he had with prospective bidders.

One item did come up that indirectly related to the use of salvaged guardrail; this was that Bob Rennells called Galvanizers Co. in Portland for a quote on the cost to clean up and galvanize surplus rail we had stockpiled at Meacham. He talked to someone by the name of Leo, who stated that he had just worked up an estimate to do such work for Apex Fence Co., Inc., which related to a job they had in Region 3. During their conversation, there was no mention made of the Irrigon Jct.-Washington State Line project.

DDA:sh

cc John Hagedorn

Routing
1 Keasey ___ RECEIVED ___ Richards ___
2 Bond ___ Dean ___
Jackmond JUN 5 1975 ___ Berg ___
Harwood
Johnson CONSTRUCTION
Walker SECTION

```
 -/75  JOB NUMBER  05                                        7PE4
                                                  LOW BIDDER  706
 NO.   ITEM NAME              QUANITY  UNIT
                                                   UNIT BID      AMOUN
 001  MOBILIZATION
                                 1.000  LUMP SUM   25000.00   25,000.00
 002  TEMPORARY PROTECTION AND
      DIRECT TRAFFIC             1.000  LUMP SUM    4000.00    4,000.00
 003  TEMPORARY SIGN
                               730.000  SQ FT          4.50    3,285.00
 004  FLAGMEN
                               300.000  HOURS         15.00    4,500.00
      ROADWORK

 005  REMOVAL OF STRUCTURES AND
      OBSTRUCTIONS,              1.000  LUMP SUM    1000.00    1,000.00
 006  EMBANKMENT IN PLACE
                             4,660.000  CU YDS         6.00   24,160.00
 007  WATERING
                               130.000  M-GALS        10.00    1,300.00
 008  AGGREGATE SHOULDERS
                             3,350.000  CU YDS         8.00   26,800.00
 009  CLASS C ASPHALT CONCRETE
                               660.000  TONS          23.00   15,180.00
 010  GUARD RAIL TYPE 2
                             5,625.000  LIN FT         4.65   26,156.25
 011  GUARD RAIL TYPE 2A
                            24,450.000  LIN FT         6.75  165,037.50
 012  GUARD RAIL TYPE 3
                               725.000  LIN FT        14.60   10,585.00
 013  EXTRA FOR 8-FOOT POSTS
                               390.000  ONLY           7.90    3,081.00
 014  GUARD RAIL ANCHORS TYPE 1
                                45.000  ONLY         260.00   11,700.00
 015  GUARD RAIL ANCHORS TYPE 2
                                11.000  ONLY         260.00    2,860.00
 016  EXTRA FOR GUARD RAIL
      BRIDGE CONNECT            26.000  ONLY         290.00    7,540.00
 017  RAIL END PIECES TYPE 9
                                 4.000  ONLY          40.00      160.00
```

/75 JOB NUMBER 05

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER	APEX 786	CORAL 101	SHEA 464	CLICK 280	STILL 485
				UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT
001	MOBILIZATION	1.000	LUMP SUM	25000.00	25,000.00	9,700.00	12,000.00	34,000.00	10,250.
002	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	4000.00	4,000.00	5,000.00	4,890.00	5,000.00	11,000.
003	TEMPORARY SIGN	730.000	SQ FT	4.50	3,285.00	4.00	6.95	6.00	7.
004	FLAGMEN	300.000	HOURS	15.00	4,500.00	15.00	16.00	14.00	7.
	ROADWORK								
005	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	1000.00	1,000.00	13,500.00	5,640.00	10,000.00	14,921.
006	EMBANKMENT IN PLACE	4,860.000	CU YDS	6.00	29,160.00	4.25	6.25	3.00	5.
007	WATERING	130.000	M-GALS	10.00	1,300.00	6.00	6.00	10.00	1
008	AGGREGATE SHOULDERS	3,350.000	CU YDS	8.00	26,800.00	12.00	12.00	10.00	9.
009	CLASS C ASPHALT CONCRETE	660.000	TONS	23.00	15,180.00	30.00	29.75	31.00	2
010	GUARD RAIL TYPE 2	5,625.000	LIN FT	4.65	26,156.25	3.00	5.50	3.00	4.
011	GUARD RAIL TYPE 2A	24,450.000	LIN FT	6.75	165,037.50	7.20	6.55	8.00	4.
012	GUARD RAIL TYPE 3	725.000	LIN FT	14.60	10,585.00	13.50	15.20	14.00	13.9
013	EXTRA FOR 8-FOOT POSTS	390.000	ONLY	7.90	3,081.00	7.00	20.00	10.00	5.3
014	GUARD RAIL ANCHORS TYPE 1	45.000	ONLY	260.00	11,700.00	290.00	195.00	300.00	3
015	GUARD RAIL ANCHORS TYPE 2	11.000	ONLY	260.00	2,860.00	250.00	435.00	250.00	405.0
016	EXTRA FOR GUARD RAIL BRIDGE CONNECT	26.000	ONLY	290.00	7,540.00	380.00	200.00	250.00	133.
017	RAIL END PIECES TYPE B	4.000	ONLY	40.00	160.00	50.00	60.00	40.00	30.

NUMBER 05

	QUANITY	UNIT	LOW BIDDER APEX 706 UNIT BID	AMOUNT	CORAL 101 UNIT BID	SHEA 464 UNIT BID	CLICK 280 UNIT BID	STILLWELL - GLENN 485 UNIT BID	UNIT
H OTECTION AND	1.000	LUMP SUM	25000.00	25,000.00	9,700.00	12,000.00	34,000.00	16,250.00	
IC GN	1.000	LUMP SUM	4000.00	4,000.00	5,000.00	4,690.00	5,000.00	11,000.00	
	730.000	SQ FT	4.50	3,285.00	4.00	6.95	6.00	7.00	
	300.000	HOURS	15.00	4,500.00	15.00	16.00	14.00	7.00	
TRUCTURES AND N PLACE	1.000	LUMP SUM	1000.00	1,000.00	13,500.00	5,640.00	10,000.00	14,921.06	
	4,560.000	CU YDS	6.00	24,160.00	4.25	6.25	3.00	5.00	
ULDERS	130.000	M-GALS	10.00	1,300.00	6.00	6.00	10.00	11.00	
LT CONCRETE	3,350.000	CU YDS	8.00	26,800.00	12.00	12.00	10.00	9.25	
PE 2	660.000	TONS	23.00	15,180.00	30.00	29.75	31.00	26.00	
PE 2A	5,625.000	LIN FT	4.65	26,156.25	3.00	5.50	3.00	4.85	
PE 3	24,450.000	LIN FT	6.75	165,037.50	7.20	6.58	8.00	4.97	
OOT POSTS	725.000	LIN FT	14.60	10,585.00	13.50	15.20	14.00	13.95	
CHORS TYPE 1	390.000	ONLY	7.90	3,081.00	7.00	20.00	10.00	5.55	
CHORS TYPE 2	45.000	ONLY	260.00	11,700.00	290.00	195.00	300.00	375.00	
D RAIL	11.000	ONLY	260.00	2,860.00	250.00	435.00	250.00	405.00	
S TYPE 9	26.000	ONLY	290.00	7,540.00	380.00	200.00	250.00	132.00	
	4.000	ONLY	40.00	160.00	50.00	60.00	40.00	30.00	

[illegible] 95

NO.	ITEM NAME	QUANITY	UNIT	LOW BIDDER	766	101	454	260	485
				UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BI
018	RAIL END PIECES TYPE C	45.000	ONLY	110.00	4,950.00	110.00	100.00	100.00	13
019	CONCRETE BARRIER	760.000	LIN FT	17.00	13,260.00	19.00	16.10	20.00	34.
020	METAL RAIL	125.000	LIN FT	25.60	3,200.00	60.00	48.25	50.00	100.
	SIGNING								
021	REMOVAL OF EXISTING SIGN INSTALLATION	1.000	LUMP SUM	1400.00	1,400.00	500.00	1,250.00	500.00	1,500.0
022	PAINTED WOOD SIGN POSTS	1.000	LUMP SUM	500.00	500.00	100.00	200.00	100.00	400.0
023	SIGN SUPPORT FOOTING	1.000	LUMP SUM	2500.00	2,500.00	1,500.00	1,060.00	2,000.00	3,000.0
024	BREAKAWAY SIGN POSTS	1.000	LUMP SUM	2200.00	2,200.00	3,700.00	2,375.00	2,500.00	4,500.0
025	SINGLE SIGN SUPPORTS	1.000	LUMP SUM	3400.00	3,400.00	2,900.00	4,250.00	3,500.00	3,000.0
026	TYPE C SIGNS IN PLACE	3.000	SQ FT	15.00	45.00	8.00	12.00	10.00	15.0
027	TYPE H SIGNS IN PLACE	7.000	SQ FT	15.00	105.00	10.00	9.00	10.00	15.0
028	MOVE AND REINSTALL EXISTING SIGNS	1.000	LUMP SUM	400.00	400.00	700.00	666.00	1,000.00	1,000.0
	TOTAL BID				369,304.75	385,131.50	386,021.25	412,905.00	420,224.5

[illegible] 05

ITEM NAME	QUANITY	UNIT	LOW BIDDER UNIT BID	706 AMOUNT	101 UNIT BID	404 UNIT BID	260 UNIT BID	485 UNIT BID	UNIT B
END PIECES TYPE C	45.000	ONLY	110.00	4,950.00	110.00	100.00	100.00	134.60	
ETE BARRIER	760.000	LIN FT	17.00	13,260.00	19.00	16.10	20.00	34.90	
L RAIL	125.000	LIN FT	25.60	3,200.00	60.00	40.25	50.00	150.00	
ING									
VAL OF EXISTING SIGN ALLATION	1.000	LUMP SUM	1400.00	1,400.00	500.00	1.250.00	500.00	1,500.00	
TED WOOD SIGN POSTS	1.000	LUMP SUM	500.00	500.00	100.00	200.00	100.00	400.00	
SUPPORT FOOTING	1.000	LUMP SUM	2500.00	2,500.00	1,500.00	1,060.00	2,000.00	3,000.00	
KAWAY SIGN POSTS	1.000	LUMP SUM	2200.00	2,200.00	3,700.00	2.375.00	2,500.00	4,500.00	
LE SIGN SUPPORTS	1.000	LUMP SUM	3400.00	3,400.00	2,900.00	4,250.00	3,500.00	3,000.00	
C SIGNS IN PLACE	3.000	SQ FT	15.00	45.00	8.00	12.00	10.00	14.00	
H SIGNS IN PLACE	7.000	SQ FT	15.00	105.00	10.00	9.00	10.00	15.00	
AND REINSTALL TING SIGNS	1.000	LUMP SUM	400.00	400.00	700.00	666.00	1.000.00	1,000.00	
L BID				369,304.75	385,131.50	386,021.25	412,905.00	420,224.50	

2/16 N

I-5

Salem, Oregon
June 3, 1975

Frank E. Terpin F.E.P.
Final Design Engineer

Alfred Shirley
Region III Engineer

Riddle Road Interchange
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Reference is made to Mr. A. D. Olson's letter to you dated May 2, 1975 with attachment of approved Riddle Road Interchange layout sheet.

This interchange is within the limits of the above subject section which is currently under contract.

Should you require changes in the contract plans to accomplish the proposed work please let us know; otherwise we will assume the changes will be made and shown on the "Revised As Constructed" plans.

WHS:we
cc: C. T. Keasey

✓ RECEIVED

[illegible]

ROAD DESIGN

1859

STATE OF OREG
HIGHWAY DIVISION

INTERC E MEMO

R

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 2, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contract 8146

TCD No. 4-189341, in the amount of $20,000.00, has been deposited in lieu of retainage on contract 8146. (Safekeeping Receipt 1574).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1574

Received for Account of J. C. Compton Company
P. O. Box 86
Address McMinnville, Oregon 97128

Date May 30, 1975

DESCRIPTION	BOND NUMBERS	QUAN	DENOMINATION	THE FOLLOWING AND S C A Month	Day	Year	PAR VALUE
Time Certificate of Deposit	# 189341	part	100,000				$ 20,000.00
dated May 27, 1975 due August 25, 1975 5.5%							
U.S. National Bank of Oregon McMinnville, Oregon							
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 6146

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy ~~Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

20

May 30, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find the following State Treasury Department Safekeeping Receipts dated May 30, 1975, covering Time Certificate of Deposit No. 4 189341, in the amount of $100,000.00, due August 25, 1975:

Receipt No. 1572 -	$50,000.00	- on Highway Contract #8030
Receipt No. 1573 -	30,000.00	- on Highway Contract #8059 and 8060
Receipt No. 1574 -	20,000.00	- on Highway Contract #8146

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

8030 -	5
8146	5
8059	5
8060	5

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

Form FHWA 121 (Rev. 5-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(80)100
Myrtle Creek-Canyonville Section
Pacific Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I have no objections to moving the haul structure over the South Umpqua River as proposed by the contractor and described in Mr. Trout's April 25, 1975 letter.

Mr. J. W. Wilson and Ed Engelmann have advised our Area Engineer that this proposal will not have an adverse effect from a construction or environmental standpoint.

for G. L. Green

cc:
OSHD ([illegible])

5-13-75
cc [illegible]

NOTED
L. JOHNS

NOTED
E. S. HUNTER

RECEIVED
MAY 13 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR.
MAY 12 '75
REFER TO
FOR
Info | Inve | R.D | D.R | Sign | A | File

Form FHWA 121 (Rev. 5-73) /

K

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1975

In reply refer to: 1941DB.3

SUBJECT: Oregon Project I-5-2(80)100
Riddle Interchange Revision
Myrtle Creek - Canyonville Section
(Ltr, 4-22-75, E. S. Hunter to FHWA)

FROM : C. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

I approve the revision of the subject interchange as proposed in Mr. Hunter's April 22, letter.

Further, I will concur in performing the work under the current safety project by Price Agreement if reasonable prices can be negotiated. If not, consideration should be given to award of a separate contract and the deletion of conflicting work in the current contract.

The environmental assessment addressing this work must be modified or a separate assessment made.

For C. L. Green

5-2-75
cc Updating
Kinney
B Shirley

RECEIVED
STATE HWY ENGR
MAY 1 '75
REFER TO
FOR

RECEIVED
MAY 2 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
L JOHNS

April 22, 1975

Robert W. Straub
XXXXXXXXXX

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Myrtle Creek-Canyonville
Pacific Highway
Douglas County

Back in December 1974 a meeting was held in Roseburg on the subject project and your representative indicated that he would look favorably upon a request to revise the Riddle Road Interchange by constructing a new northbound entrance ramp. The present loop ramp is very tight and has caused some trucks to tip over while trying to negotiate the turn to enter the highway.

We have prepared a design for a possible diamond entrance ramp which would cost about $100,000 to construct plus right of way. There would be about two acres of right of way from one property owner.

If you approve of this proposal we will be glad to work out the details to include this in our on-going project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DNS:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
C. T. Keasey
Alfred Shirley

Du 5-2-75

ROBERT W. STRAUB
xxxxxxxxxxx

April 25, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Tom Lowe
Area Engineer

Gentlemen:

Re: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

The contractor for this project has requested permission to move the river crossing of the haul road for the material source. The source as you probably recall is mandatory and is known as Kummer Bar.

Attached are copies of correspondence and a map from the contractor presenting this proposal. This proposal would route the construction traffic into an existing interchange. Do you have any objection?

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL
DONALD

Donald L. Trout
Design Office Engineer

DLT:jh

✓

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86 McMINNVILLE, OREGON 97128

April 21, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attn: Mr. J. H. Versteeg

Dear Mr. Versteeg:

Enclosed are the signed applications for a fill and removal permit to the Division of State Lands. We would like to modify the permit by moving the crossing upstream about ¼ mile, to the upper end of the gravel bar. A map showing this crossing point in included.

This proposal was discussed at the pre job conference in Roseburg and approval was given provided we could get the other needed approvals. We now have a lease with the concerned property owner. I have also contacted the Division of State Lands. They said that the Highway Division should go ahead and send in the applications and then we should send them a letter requesting the modification. This has been done and a copy of this letter is also included.

Sincerely,

J. C. COMPTON CO.

By
William C. Mayhew

Enc: 4

√ X Wilson verified this is O.K. with Region 4-24-75

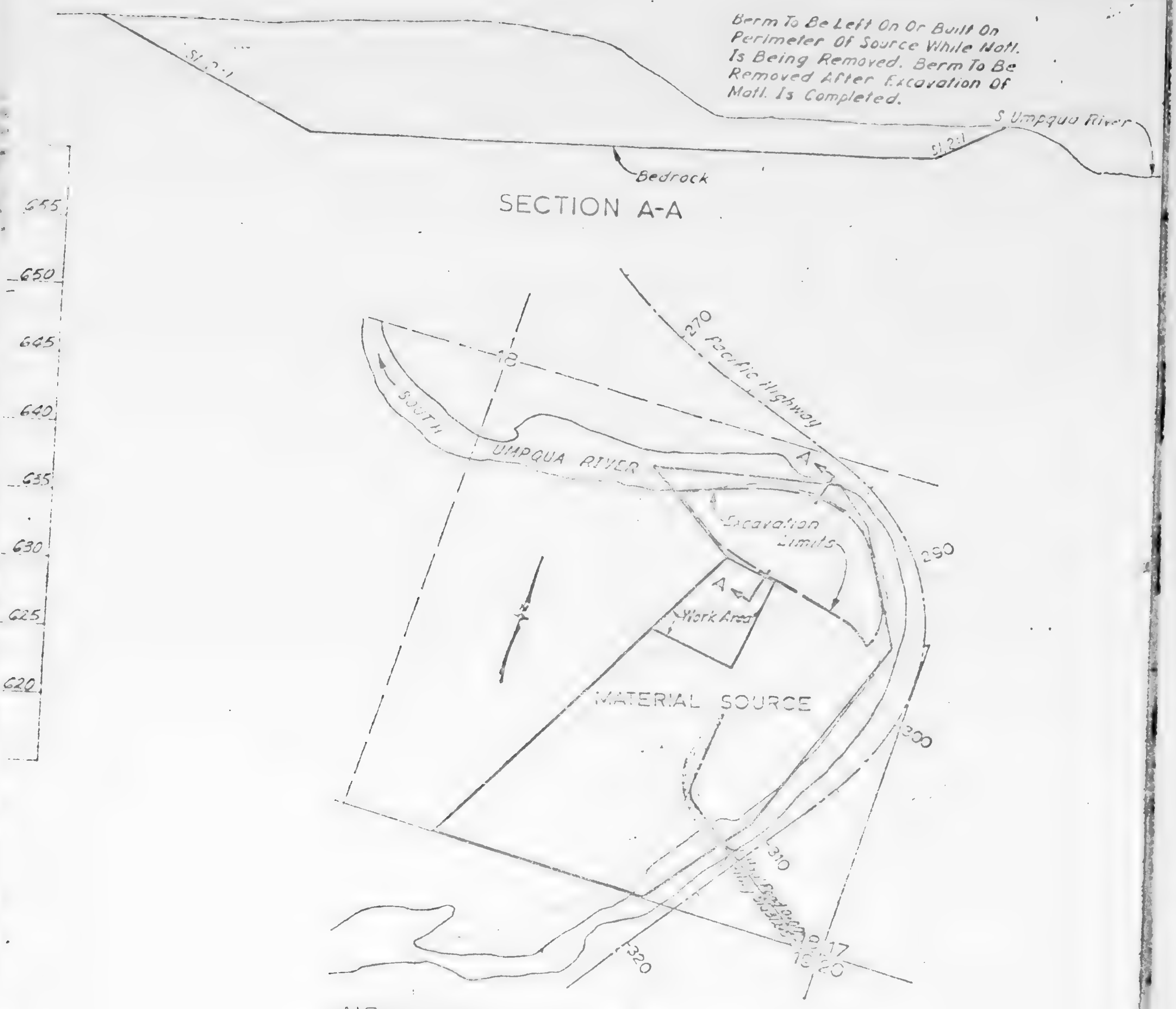
/

Trout

Gary Potter says they have no objection 4-25-75 DXP

MYRTLE CREEK-CANYONVILLE SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

[illegible]	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		


Berm To Be Left On Or Built On Perimeter Of Source While Matl. Is Being Removed. Berm To Be Removed After Excavation Of Matl. Is Completed.

NEW I-5 MATERIAL SOURCE
FOR
CROSSING

T30S, R5W, WM.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

4-11-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-2(80)100

STATE PROJECT NO. Myrtle Creek - Canyonville Section

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-808

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

HWY ENGR
APR 14 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	April 11, 1975	Interstate Route 5
		STATE ROUTE NUMBER
		Pacific Highway Route 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Pacific Power and Light Company's power lines effective today. Reimbursement on an actual cost basis estimated to be $3,969.50 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Utility Adjustment

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandy dated March 4, 1975 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual..

We approve the agreement with the Pacific Power & Light Company consisting of your 1-21-75 Utilities and Railroad Engineer's letter, the March 7, 1975 plans and estimate furnished by Mr. Cartwrights April 3, 1975 letter. The existance of Mr. Gary Kennen's certification of the Pacific Power & Light Company's property rights is acknowledged. The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11		Division Engineer

STOCKS OF FORM PR-1240 (REV. 6-65) USED

7 4.

[illegible] ATION

[illegible] APPROVAL AND/OR AUTHORIZATION

FROM: C. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-5-2(80)100
	ITEM NO. 1-603	STATE PROJECT NO. MYRTLE CREEK-CANYONVILLE SECT.
		COUNTY NAME DOUGLAS
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED MARCH 5, 1975	DATE AUTHORIZATION EFFECTIVE MARCH 5, 1975	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

APPROXIMATELY 16 MILES SOUTH OF ROSEBURG, OREGON

GENERAL DESCRIPTION OF WORK:

PAVEMENT OVERLAY WITH SAFETY UPGRADING OF INTERCHANGES, GUARDRAIL AND SIGNING.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ [illegible]

[illegible] EROSION CONTROL @	5,000
[illegible] CORRECTION	50,000
[illegible] TRAINING	3,200

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

[illegible] STRIPING (SF)	7,500
[illegible] ROCKS	5,000
[illegible] TREES AT MATERIAL SOURCE	5,000

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

MR. [illegible] MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

[illegible] TITLE SHEET IS RETURNED HEREWITH.

3-24-75
ORIGINAL TO
L.W. Rulien
W/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

I-5-2(80)100

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.
MYRTLE CREEK-CANYONVILLE SECT.

FROM: C. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME DOUGLAS
	ITEM NO. 1-808	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED MARCH 5, 1975	DATE AUTHORIZATION EFFECTIVE MARCH 5, 1975	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

APPROXIMATELY 16 MILES SOUTH OF ROSEBURG, OREGON

GENERAL DESCRIPTION OF WORK:

PAVEMENT OVERLAY WITH SAFETY UPGRADING OF INTERCHANGES, GUARDRAIL AND SIGNING.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (SPECIFY)
TEMPORARY EROSION CONTROL @ 5,000
... CORRECTION 50,000
ON-THE-JOB TRAINING 5,200

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
... STRIPING (SF) 7,500
... ROCKS 5,000
... TREES AT MATERIAL SOURCE 5,000

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

MR. KLABOE'S MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

ONE ... TITLE SHEET IS RETURNED HEREWITH.

3-24-75
ORIGINAL TO
L.W. Rulien
W/att.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

LENGTH (Miles)
808
THRU
ESTIM. TOTAL
☐ FAS
☐ OTH.
PROJECTS
STATE HIGH...

DRAIN, HIGH
VEMENT OVERLAY
ND CONSTRUCT
OSSING
, SAFETY
OF SAFETY
OF SLOPES,
DRAIL,
AND
ITAL WORK.

ORK

ENGINEER

RUARY 25, 1975

DATE
3-4-

ARTMENT

914

3-4-75

E

TRANSACTION NUMBER 3-17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-4-75

BY (Signature): MR. RULIEN'S FEBRUARY 25, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 808 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
808	I-5-2(80)100	9.51	6,500,000	5,998,000	**LOCATION** MYRTLE CREEK - CANYONVILLE SECTION. **WORK** GRADE, DRAIN, HIGH TYPE PAVEMENT OVERLAY REVISE AND CONSTRUCT 3 UNDERCROSSING STRUCTURES, SAFETY REVISIONS OF SLOPES, SIGNS, GUARDRAIL, ILLUMINATION AND OTHER INCIDENTAL WORK.

RECEIVED
STATE HWY ENGR
MAR 6 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D.R | Sign | A.I. | ✓

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH UTILITY PREPARATORY WORK.

3-6-75
ORIGINAL TO
L.W. Rulien

OFFICE OF

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-4-75	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.69

DOUGLAS
COUNTY

PLANNING DEPARTMENT

COURTHOUSE ANNEX #2, 205 S.E. JACKSON ST. ● ROSEBURG, OREGON 97470 ● 503/672-3311

February 28, 1975

Wilfred
~~Albert~~ Bates
Resident Engineer
O.S.H.D.
Box 1128
Roseburg, OR 97470

RE: TEMPORARY USE PERMIT T30S, R5W, Section 18

Dear Mr. Bates:

This letter is to advise you of the action taken by the Planning Commission February 27, 1975 regarding your request for a temporary use permit in Section 18, T30S, R5W.

The Planning Commission approved your request contingent upon the following:

1. The proposed operation be conducted under Department of Environmental Quality regulations.
2. The temporary low-water crossing the South Umpqua River be used in accordance with the Division of State Lands.
3. The temporary use permit be granted from March 1, 1975 to October 1, 1977 to allow flexibility in putting the contract to bid.
4. Upon completion of the proposed operation or expiration of this temporary use permit, the equipment be removed and the property be restored to natural or pre-existing conditions.
5. Material stockpiles and/or equipment to remain on the property beyond October 1 of each year be located outside (above) the 100 year flood plain.

If you have any questions regarding this matter you should contact our office.

Sincerely,

Robert L. Adamson

Robert L. Adamson
Zoning Administrator

RLA/jds

February [illegible], 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-[illegible]

We are submitting program data for one Interstate project, Item No. [illegible], Project No. I-[illegible], Myrtle Creek-Canyonville Section, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project March 27, 1973.

Enclosed are copies of the State Clearinghouse and district Clearinghouse A-95 letters of approval dated June 7, 197[illegible] and May 18, 1972, respectively.

Enclosure

CL:js

Budget Bureau No. 41-R2067; Appro

U.S. DEPA

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-25-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5 N. Canyonville Interch., N. 9.5 mi.	**ADT**	PRESENT 12,000	FUTURE 20,700	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. pave., & Strs.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-2

CARD	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Douglas	CODE 019
	NAME OF URBAN AREA	ROUTE NO. I	FEDERAL-AID I-5 · STATE 1 · U.S. I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43	53	I-5 N. Canyonville Interch., N. 9.5 mi.					
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Myrtle Creek-Canyonville Section"	9.51	6,500,000	5,998,000	502,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	9.51	6,500,000	5,998,000	502,000	
1	14	PROGRAM APPROVAL DATES						

REMARKS

Additional Data Item I-497 Project

Item I-765 Project

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-25-75

ADT	PRESENT 12,000	FUTURE 20,700	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042

ITEM NO. 808

OJECT LOCATION (45 typewriter spaces)
-5 N. Canyonville Interch., N. 9.5 mi.

L WORK (35 typewriter
pave., & Strs.

NATL. FOREST

EMERG. YR.

PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) I- NUMBER 5-2 SEQ. NO. (80)

I Projects Only: POST MI. 100 DESIG.

COUNTY NAME: Douglas CODE 019

Interstate

ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 N. Canyonville Interch., N. 9.5 mi.						Gr., dr. & overlay with AC pave. 4-12' lanes with 10' R and 6' L shldrs., 6' min. median. Constr. 219' U'xing & revise 2 structures. Safety revision of roadway slopes, signs, guardrail, illum., median barrier, minor drainage strs. & other appurtenances.
ROW								ROW - 250' normal; Access control-full; Parking restrictions-complete.
CONST (CODE) (Safety) 6201		"Myrtle Creek-Canyonville Section"	9.51	6,500,000	5,998,000	502,000		Utility adjustments required including preparatory work.
		PROJECT TOTALS	9.51	6,500,000	5,998,000	502,000		

BY

APPROVAL DATES

REMARKS
Additional Data Item I-497 Project I-5-2(56)100
Item I-765 Project I-5-2(77)100

-over-

USCOMM DUSCOMM-DC 48808-P61

MYRTLE CREEK-CANYONVILLE SECTION

PROJECT NO. I-5-2(80)100

Remarks continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders, 6-foot minimum median; (2) replace the existing Gazely Rd. U'xing with a new prestressed beam structure with a length of 219 feet and width of 32 feet. Widening the existing Yakum Rd. O'xing from the present width of 79 feet to a variable width of 113 to 121 feet. Raise the existing Weaver Road U'xing to provide for a vertical clearance of 17 feet; (3) safety revisions to bring to present Interstate standards the roadway slopes, signs, illumination, guardrail, median barrier, minor drainage structures and other appurtenances.

IM 50-1-70 Requirements: State and District 6 Clearinghouse A-95 letters of approval dated June 7, 1972 and May 18, 1972, respectively.

FHPM 7-7-2 Requirements: Negative environmental declaration approved by FHWA on January 6, 1972.

Public Hearings: Corridor/design hearing held June 29, 1972. Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of April 19, 1973.

Design Approval: FHWA memo of May 11, 1973.

Unusual Circumstances: The specifications for this project will require the contractor to utilize a mandatory material source. FHWA memorandum of December 17, 1974 concurs that it is in the public interest to designate a mandatory material source for this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage, and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 4.

Utilities: Adjustment of the following (Type Code Y060)

California Pacific Utilities - - - -	$1,500
Pacific Power & Light- - - - - - - -	4,500

Data for PR-37:

Roadway:	Type Code 6201 (AC/Stone Base)	Est.	Cost	
Structure:	Type Code X281 (Gazely Rd. U'xing)	"	"	
	Type Code X221 (Yakum Rd. O'xing)	"	"	
	Type Code X721 (Weaver Rd. U'xing)	"	"	
Safety:	Type Code Y002 (Traffic Signs)	"	"	
	Type Code Y030 (Hwy. Lighting)	"	"	
	Type Code Y101 (Guardrail)	"	"	

Total Est. Co

MYRTLE CREEK-CANYONVILLE SECTION

PROJECT NO. I-5-2(80)100

d:

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pavement the existing facility consisting of four 12-
10-foot right and 6-foot left shoulders, 6-foot minimum
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Corridor/design hearing held June 29, 1972. Certifica-
Section 128 "Public Hearings" of Title 23 U.S.C. was made
of April 19, 1973.

FHWA memo of May 11, 1973.

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ber stipulated in the PS & E documents.

s project is in Congressional District No. 4.

Utilities: Adjustment of the following (Type Code Y060):

California Pacific Utilities - - - -	$1,500
Pacific Power & Light- - - - - - - -	4,500

Data for PR-37:

Roadway:	Type Code 6201 (AC/Stone Base)	Est. Cost -	$5,225,000
Structure:	Type Code X281 (Gazely Rd. U'xing)	" " -	350,000
	Type Code X221 (Yakum Rd. O'xing)	" " -	200,000
	Type Code X721 (Weaver Rd. U'xing)	" " -	120,000
Safety:	Type Code Y002 (Traffic Signs)	" " -	120,000
	Type Code Y030 (Hwy. Lighting)	" " -	100,000
	Type Code Y101 (Guardrail)	" " -	385,000
		Total Est. Cost	$6,500,000

[illegible]

K

February 24, 1975

Board of County Commissioners
Douglas County
Courthouse
Roseburg, OR 97470

Attention: Doris L. Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5[illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering modernization of the Myrtle Creek-Canyonville Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

G. W. Mead
COMMISSION SERVICES

fkn

att.

cc Don Harwell
(agree. att.)

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: J. H. Versteeg, Road Design Engineer
Attention: A. D. Olson

DATE: January 31, 1975

File No.: Douglas County

FROM: John Hanks
John Hanks
Project Analyst Supervisor

SUBJECT:
Riddle Road Interchange
Pacific Highway, Douglas County

The northbound on-ramp at the Riddle Road Interchange has a substandard 76 degree loop curve creating a 15 MPH ramp design speed. An undesirable 15-20 MPH speed differential occurs at the merge of on-ramp traffic with freeway traffic.

Three design alternatives were evaluated to improve this deficiency. Alternate "A" improves the ramp design speed by reconstructing the loop on-ramp and retaining the existing interchange geometrics. Alternate "B" is a full-diamond interchange replacing the loop on-ramp. Alternate "C" simply extends the length of the acceleration lane to achieve the desirable merge speed without revising the interchange design.

A copy of traffic counts at the interchange ramp intersections are attached. An evaluation of each alternative follows.

Alternate "A"

Reconstructing the loop on-ramp will improve the ramp design speed from 15 MPH to 25 MPH. This alternate provides the least turning movement conflicts at the east ramp intersection. The highest turning movement is west-to-north, which is accommodated in a right-turn with the existing loop ramp design.

Disadvantages of this option:

1. Improving the turning radius of the loop ramp also requires reconstruction of the northbound on-ramp.

2. Adverse terrain conditions require extensive earth cuts to reconstruct the ramps.

3. Maintaining traffic flow, for the northbound on- and off-ramps, create problems while reconstructing the loop ramp.

81-125-1387

Alternate "B"

The full-diamond design will increase the left-turn conflicts with through traffic at the east ramp intersection. Projected 1995 DHV estimates indicate the left-turn volume will be 200 as compared to only 35 with the present design. Also, the left-turn presently includes approximately 220 trucks per day, 120 of these are five-axle trucks. A left-turn refuge length of 150'-200' is recommended in conjunction with this alternate.

Alternate "C"

Extending the acceleration lane length to 1,550 feet provides the opportunity for the loop ramp traffic to accelerate to an acceptable speed prior to merging with the freeway. This option appears to be the least expensive, however, the substandard 76 degree - 15 MPH ramp curve would not be improved.

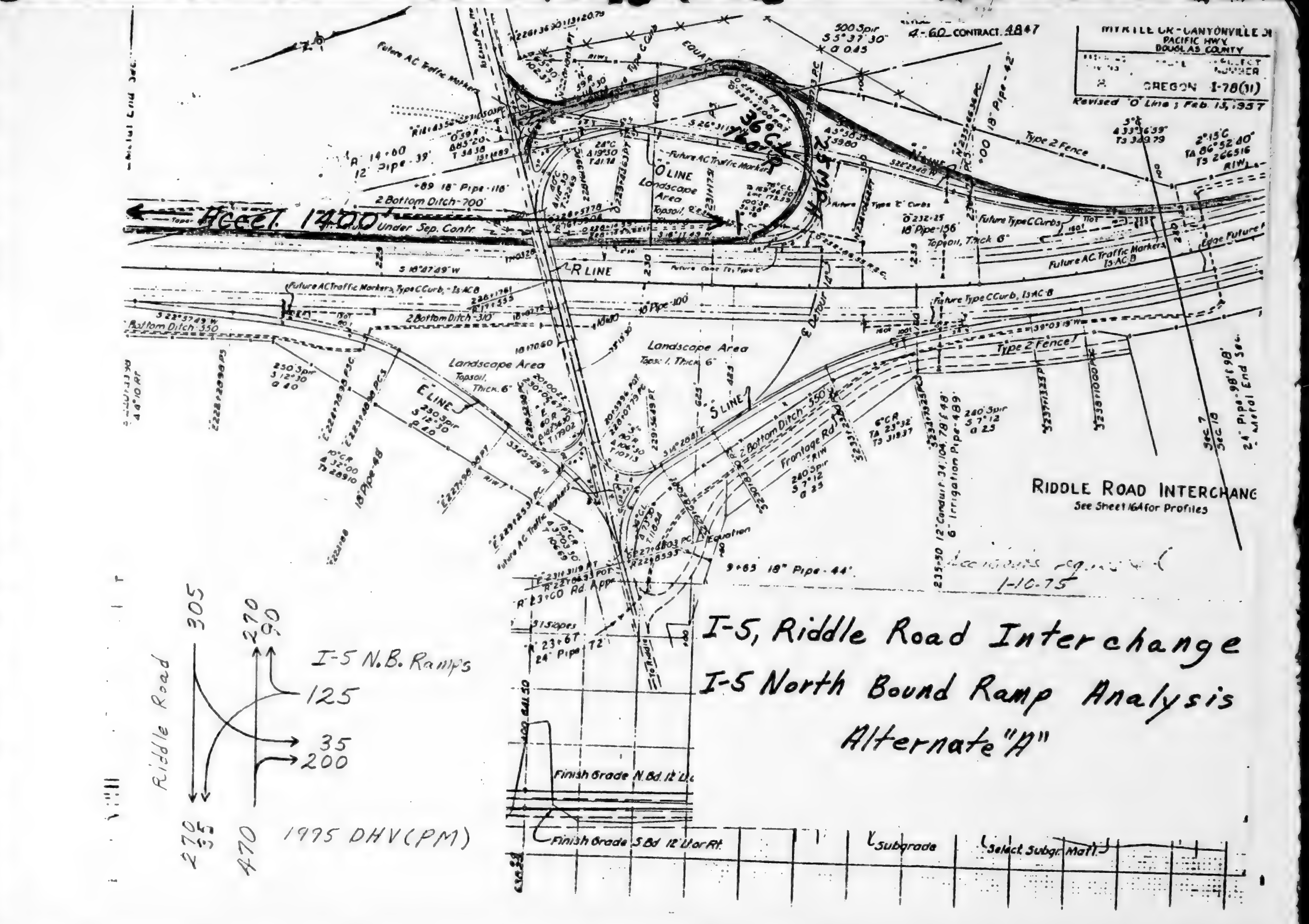
Summary

Alternate "A" has high construction costs as well as problems in maintaining traffic flow during construction. Therefore, this alternate appears the least practical.

Alternate "B" is adequate with the provision of a left-turn refuge. Without the left-turn refuge, traffic delays and increased accident potential can be expected at the east ramp intersection. However, the deficient ramp merging speed with the freeway will be corrected.

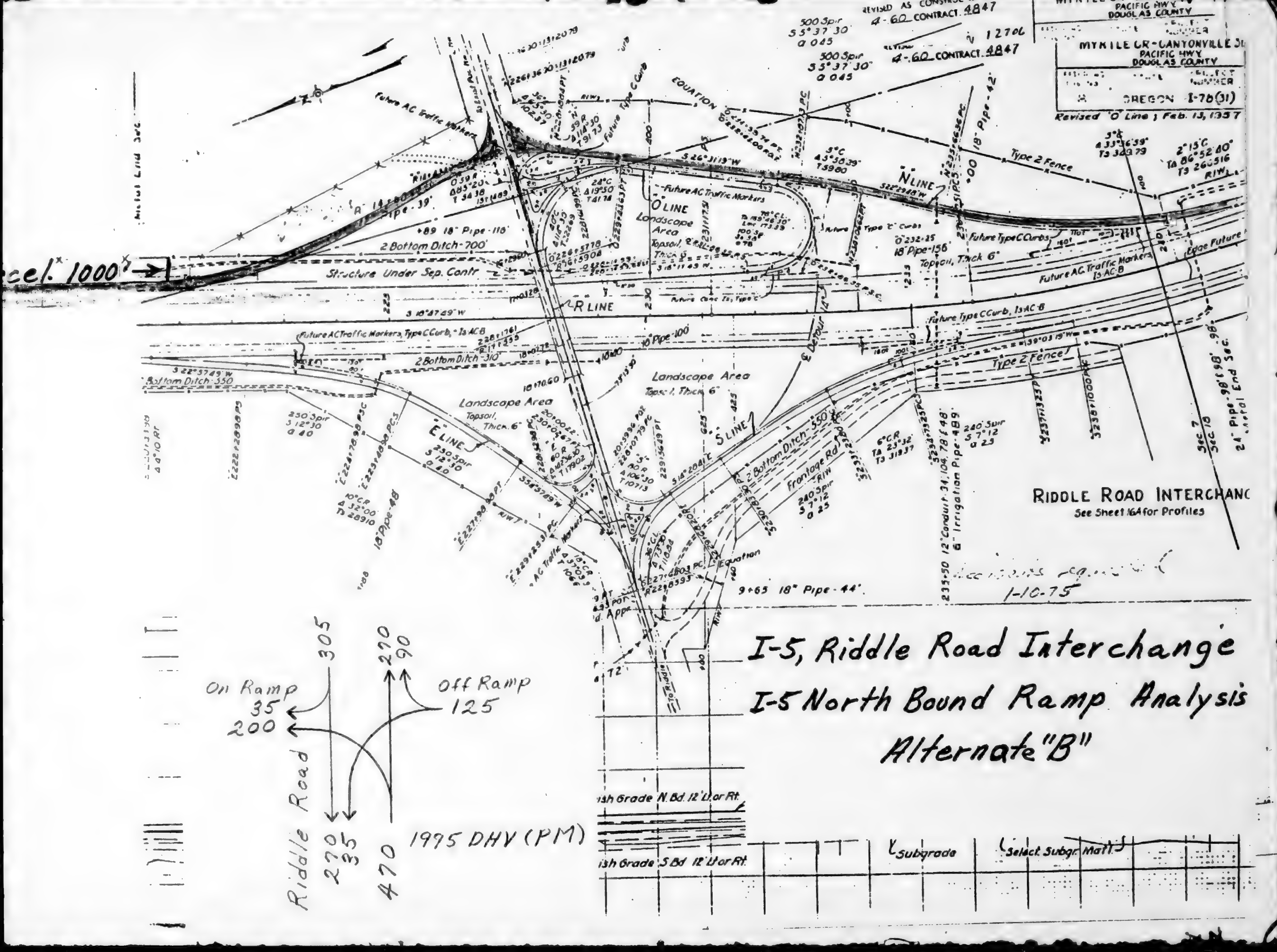
Alternate "C" extends to acceleration lane distance to achieve an adequate merge speed. The bridge columns adjacent to the acceleration lane appear to dictate a parallel type acceleration. The existing short turning radius of the on-ramp tends to encourage traffic to merge directly onto the freeway without using the full acceleration lane distance. Any appropriate design or striping treatment that encourages full use of the acceleration lane is recommended.

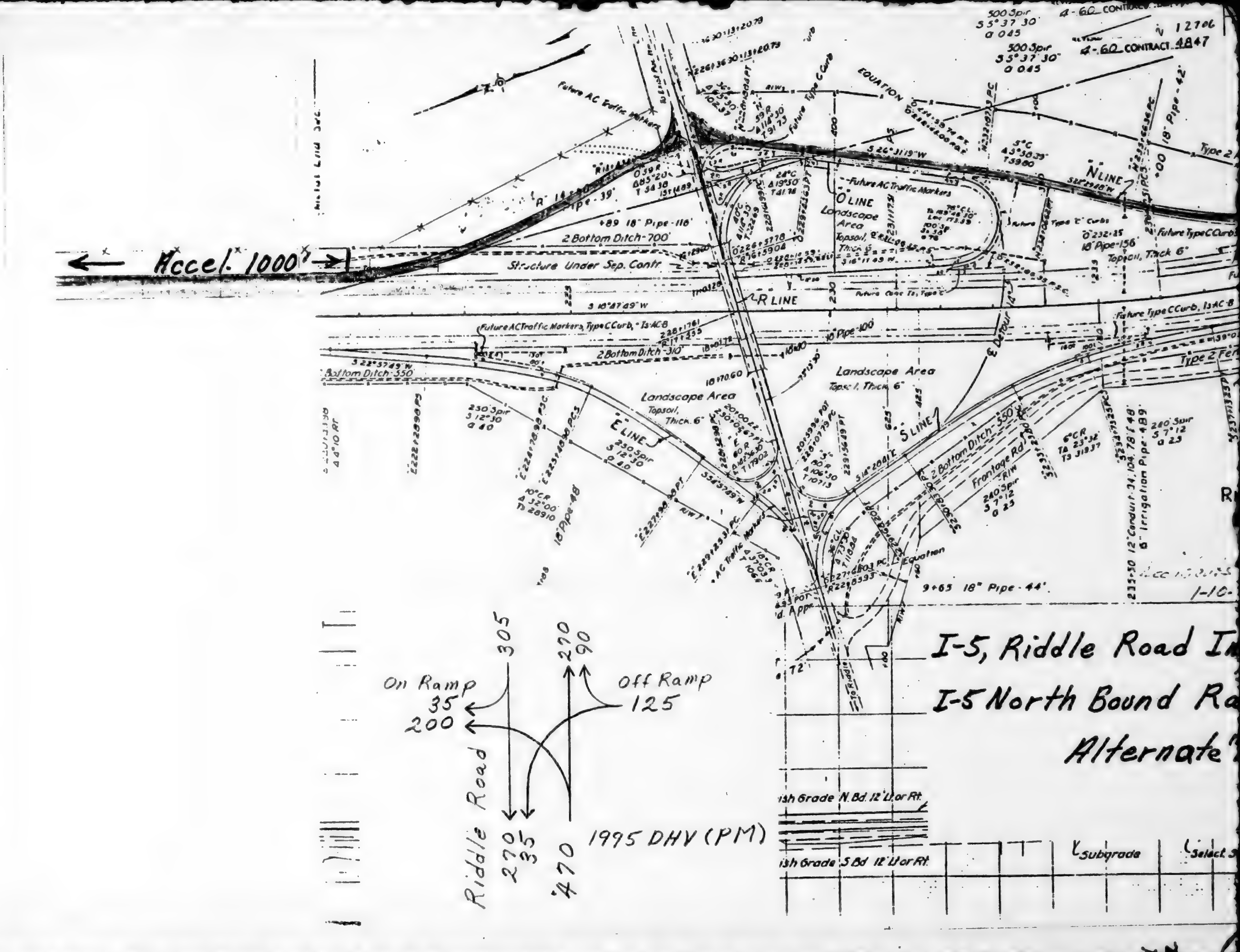
JH:ap
cc: A. F. Shirley, w/att.



I-5, Riddle Road Interchange
I-5 North Bound Ramp Analysis
Alternate "A"

I-5, Riddle Road Interchange
I-5 North Bound Ramp Analysis
Alternate "B"

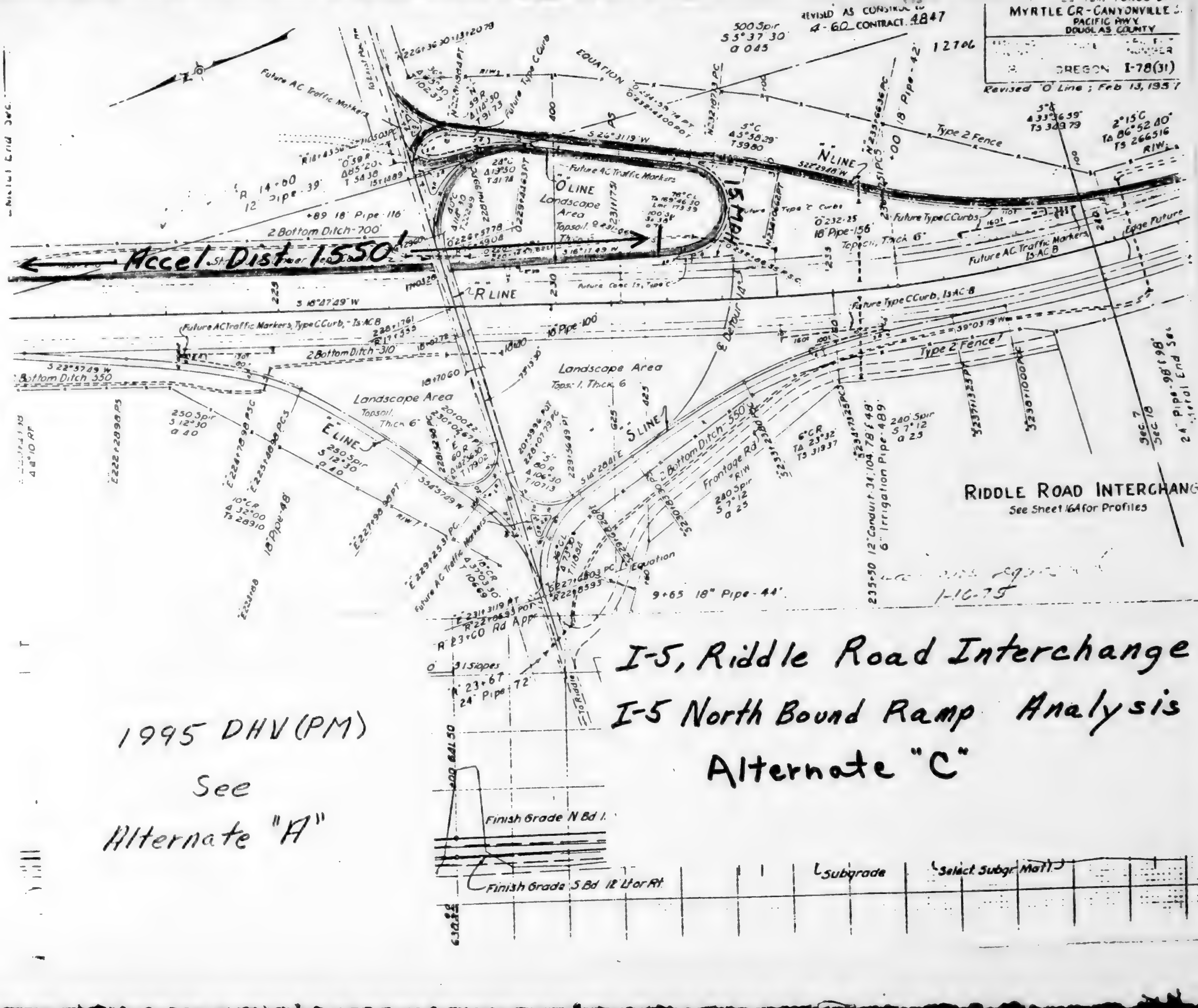




I-5, Riddle Road In

I-5 North Bound Ra

Alternate



I-5, Riddle Road Interchange

I-5 North Bound Ramp Analysis

Alternate "C"

1995 DHV (PM)

See

Alternate "A"

11.

C

FORM 81 734 1130

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1975

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

TO: Bud Shirley
Region 3 Engineer

SUBJECT: Kummer Bar
Myrtle Creek-Canyonville Sec.
Pacific Highway I-5

After much discussion the decision has been made to make Kummer Bar a mandatory material source for the Myrtle Creek-Canyonville Overlay Project. It is estimated that 180,000 cubic yards of surfacing material will be required for this project.

The Wildlife Commission will allow gravel removal from the bar only during the period from April 1 to October 1. A temporary crossing of the South Umpqua River will be permitted during low river flow but will require pipes and clean gravel embankment for the crossing. In addition all of the available stockpile and plant sites are below flood stage on an average year.

In producing aggregates from the Kummer Bar the successful bidder will be hampered by rather limited access, water pollution restrictions, possible site flooding, no work in the live stream and a short crushing season. However the Special Provisions for this project will stipulate Kummer Bar as a mandatory material source for the Myrtle Creek-Canyonville Project for the following reasons:

1. The environmental impacts have been identified and can be controlled.

2. Kummer Bar as a material source has been covered in the Environmental Assessment.

3. The quality and quantity of needed material is readily available from this source.

4. All concerned State Agencies have reviewed and approved Kummer Bar as a material source.

5. It is the recommendation of the Region and Design that it is in the public interest to make this a mandatory material source for this project.

JHV:jh
cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
Gary Potter

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81 714 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Material Source
Myrtle Creek-Canyonville Sec.
Pacific Highway I-5

Tom Lowe, Area Engineer for the FHWA, has advised that if the Kummer Bar is not made a mandatory material source for this overlay project, the Environmental Section's negative declaration and supplemental assessment will be considered incomplete. Therefore it would be necessary to delay the project until a second supplemental assessment was produced covering contractor supplied material sources.

While the FHWA is stipulating mandatory source for this project we still must submit a request to them asking permission to use a mandatory material source.

JHV:jh
cc: E. S. Hunter
R. L. Schroeder
Gary Potter

REFERRED TO
Board Reed
[✓ Cole] Sample
Eriksen Watson
Hager
[✓ Return] Discuss Do File Copy
BY FINAL DESIGN ENGINEER

Salem, Oregon
January 22, 1975

Frank E. Terpin F.E.T.
Final Design Engineer

O. B. Jackmond
Construction Field Engineer

Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

A review of the surfacing design for the interchange ramps on the subject project has been made. The review was suggested by you in your December 31, 1974 letter to Road Design Engineer, J. H. Versteeg.

Based on bid prices received for the adjacent project, Canyonville-Glendale Junction Section, it is slightly cheaper to construct the surfacing design as shown on the plans.

In addition, although as stated, the height of the embankments would be reduced, they also are widened to accommodate the increased surfacing thickness. In the case cited, Yokum Road, this amounts to eight additional feet of subgrade width.

Therefore, the decision has been made to not revise the surfacing design.

/ Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 23 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FET:we
cc: Alfred Shirley
C. G. Swenson
Clarence Gregg
Tom Lowe, FHWA
W. E. Cole

6140 Myrtle Cr-Canyonville Sec. 1975
Pacific Hwy 15 mi S. of Roseburg
9.5 mi grad,pav,struc,sign,&ill. #1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

December 31, 1974

O. B. Jackmond

FROM: O. B. Jackmond
Construction Field Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Plans Review
Myrtle Creek - Canyonville Sect.
Pacific Highway
Douglas County

The base designs for new construction of interchanges shown on page 2A of the Preliminary Plans indicates full-depth asphaltic concrete with a minimal blanket course (4") of aggregate base. In these days of fuel shortages, price escalations and general inflation, it would seem that we should review these base designs with an eye towards economy and conservation. For example, the base design shown for One Way Ramps at Yokum interchange indicates 10" A.C. and 4" aggregate base. Consideration should be given to change this to 4" A.C. and 16" aggregate base. This could result in a savings for both grading and surfacing since the project is "embankment in place" and requires borrow material.

OBJ:mk

cc: Victor D. Wolfe
Clarence Gregg

14 K

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek-Canyonville Section
Salvage of Existing Lights

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

I approve the procedure of determining credit proposed in Mr. Ellison's January 9, 1975 letter.

G. L. Green

JAN 21 '75

RECEIVED
JAN 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

B3-2-B

Bridge No. 80[illegible]8-A

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 9, 1975

DEPARTMEN
FEDERAL HIGH
Box
Salem OR
January 20,
RR

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

Dear Mr. Green:

Myrtle Creek-Canyonville Section
Pacific Highway, Douglas County

Pursuant to the conversation about salvaging lighting units, including ballasts, at Gazley Road Interchange, Yokum Road Interchange, and NOrth Canyonville Interchange on this project, we propose to handle the matter in the following manner:

1. We will specify that the lighting units, including luminaires and ballasts will remain the property of the State and be stockpiled at our maintenance yard at Canyonville, Oregon.

2. For poles, we will credit the federal-aid project in the amount of money equal to $0.015 per pound salvaged by the State.

   This unit price was determined as follows:

   a. Scrap value of materials - $0.0075 per pound.

   b. Extra cost to the Contractor for extra handling, sorting, and hauling materials to the State's maintenance yard at Canyonville - $0.0075 per pound.

   We will initially credit the project with the following amount of money: (27 poles) 10,800 lbs. @ $0.015 = $162.00.

JAN 10 1975

S. HUNT

cc Hunt
[illegible]
[illegible]
1-28-75

3. For luminaires and ballasts, we will credit the federal-aid project in the amount of money per each item as follows:

17	400W luminaires	@	$2.00 ea.	=	$ 34.00
17	400W external ballasts	@	3.00 ea.	=	51.00
10	fluorescent luminaires	@	2.00 ea.	=	20.00
10	fluorescent ballasts	@	1.00 ea.	=	10.00
					$115.00

We will initially credit the project with the following amount of money:

Salvaged scrap (27 poles) 10,800 lbs. @ $0.015/lb.	$162.00
Luminaire and ballasts	115.00
	$277.00

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard are determined.

We believe the above manner set forth in handling this matter is in the public interest and request your approval for salvaging of this material.

Very truly yours,

Walter J. Hart
Bridge Engineer

R. W. Ellison

R. W. Ellison
Bridge Administration Engineer

VLT:dh

cc E. S. Hunter
L. W. Rulien
V. E. Skoog
C. G. Swenson
Alfred Shirley
G. J. Ballard

3146

K

Form FHWA 121 (Rev. 7-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 20, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-2(-)100
Raising Weaver Road Uxing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have again reviewed Mr. Hart's submittals of September 11 and October 25 on raising Weaver Road. The support data furnished and your Study of Damage to Undercrossing Structures on Interstate 5 indicate a hazard already exists and the addition of a 4½ inch overlay will compound the problem in this high logging-use area.

From the safety standpoint we find the structure clearance with the overlay an extreme hazard to the traveling public and therefore approve the raising.

This approval in no way constitutes a policy of FHWA but is supported by the historical record and type of traffic at this location only.

G. L. Green

cc:
Region (10ED.1)

cc Trent [illegible] [illegible] 1-28-75

STATE HIGHWAY ENGINEER
JAN 21 '75
REFER TO

RECEIVED
JAN 22 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File: Br. 7953A

E S Hunter

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 25, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Weaver Road Uxing

Because of our strong feeling that the reduction in clearance of the subject structure occasioned by the overlay of the Myrtle Creek-Canyonville Section will create a definite hazard to safety, we are renewing our request that this bridge be raised. Our original request was made by letter dated September 14, 1974.

With the present clearances varying from 14'-11 7/8" to 16'-4 1/8", as shown on the enclosed sketches, the structure has been struck numerous times in the past. Five hits since 1969 have required repair of the beam bottoms as shown in the enclosed pictures. The last two hits occurred in February and September of this year after the pictures were taken.

Reducing the above clearances by the 4 1/2" overlay will increase the frequency and severity of these hits greatly increasing the danger to both the traveling public and the integrity of the bridge and the increasing cost of repairing the bridge.

The following alternate methods for obtaining adequate clearance at this site were studied.

1. Raise structure to obtain seventeen fee of clearance. Estimated cost $117,000 including 40% E. & C.

RECEIVED
[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2. Replace structure
   Estimated cost $388,000 including 40% E. & C. A detour structure ($110,000) may be required. This alternate would have the added safety advantage of moving the columns further away from the traveled roadway. See pictures.

3. Lower existing roadway to obtain seventeen feet of clearance. Estimated cost $430,000 including 12 1/2% E. & C. This would require use of the existing interchange legs as detours creating a temporarily hazardous situation.

4. Lower existing roadway to obtain sixteen feet of clearance. Estimated cost $230,000 including 12 1/2% E. & C. Same detour requirements as No. 3.

5. Feather overlay to maintain present clearance. No cost. This was not considered to be feasible. The present roadbed at this location is not adequate and the overlay is necessary.

Alternate Number 1, raising the structure, was chosen because of its least cost and least inconvenience to traffic during construction.

Very truly yours,

Walter J. Hart
Bridge Engineer

PMO/smd/ag
Encls. (3 sets)

cc E. S. Hunter
C. T. Keasey
V. E. Skoog

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 16, 1975

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Reassessment of Environmental Impacts
Myrtle Creek-Canyonville

There have been questions raised about the subject project concerning the adequacy of the negative declaration which was approved January 6, 1972 because of some changes in project plans which have occurred. Therefore, the Environmental Section has re-evaluated the subject negative declaration and most recently proposed project plans to determine if any supplemental environmental documentation would be necessary.

Principally, our re-evaluation shows that two aspects of the project were not discussed in the approved negative declaration: (1) a new I-5 southbound access at the North Canyonville Interchange; and (2) the use of Kummer Bar in the South Umpqua River as a materials source for some 180,000 cubic yards of aggregate.

The establishment of southbound access to I-5 at North Canyonville was precipitated by requests made at the public hearing by the local economic development district and certain Canyonville residents. Their concern was that inadequate access at this point served as a barrier to the existing tourist facility, consisting of a service station and restaurant, and caused unnecessary out-of-direction travel adversely affecting residents along this travel route. It was pointed out that this area is served by a southbound exit, but re-entry to the freeway is hindered by an indirect two-lane street that passes through a residential area of Canyonville, past the hospital, rest home, church and near a school. It was felt the establishment of direct access to the freeway from this tourist facility would greatly reduce the out-of-direction travel and its associated adverse effects, and enhance the economic viability of the facilities.

In evaluating this new access proposal, we basically concur with the local economic development district's observations and, in addition, would point out the following: (1) property in the North Canyonville area will likely become more attractive for development; (2) the economic potential of the existing facilities will likely improve; (3) adverse effects of noise, travel-time loss, and adverse safety conditions, associated with existing out-of-direction travel will likely be reduced; (4) some redistribution of economic activity will likely occur in the Canyonville area, but not of major significance; (5) the access proposal is fully consistent with the overall economic development plan of the CCD Economic Development District; and finally, (6) the access proposal is fully consistent with the South Umpqua Area Development Plan of Douglas County.

The use of Kummer Bar in the South Umpqua was also not discussed in the negative declaration. Approximately 180,000 cubic yards of aggregate is anticipated to be removed from the bar. Much of the mechanics of removal and transportation to the construction site have not been resolved at this time, and the potential for some adverse impacts associated with this activity exists. However, the existing environmental controls of state agency permits, State Fish and Wildlife agency coordination, and OSHD Standard Specifications regarding materials sources will serve to keep adverse impacts to a minimum and result in an environmentally acceptable proposal.

In consideration of the above evaluation, the OSHD Environmental Section finds the proposed changes to the subject project for the most part beneficial to the highway user and community as a whole, and they do not effect a significant adverse impact to the human environment. Therefore, our recommendation is that no supplemental environmental documentation be required relative to these project changes and we respectfully request your concurrence.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

CONCUR________________________ DATE________________________
FHWA Division Engineer

January 16, 1975

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Reassessment of Environmental Impacts
Myrtle Creek-Canyonville

There have been questions raised about the subject project concerning the adequacy of the negative declaration which was approved January 6, 1972 because of some changes in project plans which have occurred. Therefore, the Environmental Section has re-evaluated the subject negative declaration and most recently proposed project plans to determine if any supplemental environmental documentation would be necessary.

Principally, our re-evaluation shows that two aspects of the project were not discussed in the approved negative declaration: (1) a new I-5 southbound access at the North Canyonville Interchange; and (2) the use of Hummer Bar in the South Umpqua River as a materials source for some 130,000 cubic yards of aggregate.

The establishment of southbound access to I-5 at North Canyonville was precipitated by requests made at the public hearing by the local economic development district and certain Canyonville residents. Their concern was that inadequate access at this point served as a barrier to the existing tourist facility, consisting of a service station and restaurant, and caused unnecessary out-of-direction travel adversely affecting residents along this travel route. It was pointed out that this area is served by a southbound exit, but re-entry to the freeway is hindered by an indirect two-lane street that passes through a residential area of Canyonville, past the hospital, rest home, church and near a school. It was felt the establishment of direct access to the freeway from this tourist facility would greatly reduce the out-of-direction travel and its associated adverse effects, and enhance the economic viability of the facilities.

In evaluating this new access proposal, we basically concur with the local economic development district's observations and, in addition, would point out the following: (1) property in the North Canyonville area will likely become more attractive for development; (2) the economic potential of the existing facilities will likely improve; (3) adverse effects of noise, travel-time loss, and adverse safety conditions, associated with existing out-of-direction travel will likely be reduced; (4) some redistribution of economic activity will likely occur in the Canyonville area, but not of major significance; (5) the access proposal is fully consistent with the overall economic development plan of the CCD Economic Development District; and finally, (6) the access proposal is fully consistent with the South Umpqua Area Development Plan of Douglas County.

The use of [illegible] in the [illegible] was also not discussed in the [illegible] declaration. [illegible] yards of aggregate is anticipated to be removed from [illegible]. Much of the mechanics of removal and transportation to the construction site have not been resolved at this time, and the potential for some adverse impacts associated with this activity exists. However, the existing environmental controls of state [illegible] permits, State Fish and Wildlife agency coordination, and [illegible] specifications regarding materials sources will serve to keep adverse impacts to a minimum and [illegible] an environmentally [illegible] removal.

In consideration of the above evaluation, the OSHD Environmental Section finds the proposed changes to the subject project for the most part beneficial to the highway user and community as a whole, and they do not effect a significant adverse impact to the human environment. Therefore, our recommendation is that no supplemental environmental documentation be required relative to these project changes and we respectfully request your concurrence.

Very truly yours,

[illegible]
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
G. A. Potter
J. H. Versteeg
L. W. Rulien
Alfred Shirley

CONCUR ______________________ DATE ______________________
FHWA Division Engineer

GR:sz: ab

Salem, Oregon
January 8, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

Gazley Road Structure
I-5

J. H. Versteeg
Road Design Engineer

Alfred Shirley
Region 3 Engineer

After considerable review the decision has been made to replace the present structure to provide for full shoulder widths and adequate horizontal sight distance. This is being done to provide the traveling public with a safe facility by eliminating the encroachment of the columns on the shoulder area and providing safe stopping sight distance.

Our plans are being revised to provide local service at all times rather than the closing of Gazley Road for five or six months as originally proposed.

JHV:jh
cc: Walt Hart
Frank Terpin
C. G. Swenson

RECEIVED
[illegible]
ROAD
DESIGN
SECTION

A. Olson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 7, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

TO: MEMORANDUM TO THE FILES

A review of the preliminary plans for the subject project was held in Roseburg on December 30, 1974.

Those participating were:

Alfred Shirley	Region III Engineer
William Tison	Resident Engineer
O. B. Jackmond	Construction Field Engineer
Tom Lowe	Area Engineer, FHWA
E. Engelmann	Region Environmentalist
Frank Terpin	Final Design Engineer
Dick Dorn	Senior Designer
Art Brummitt	Senior Specification Engineer

Subjects discussed are as follows:

1. A request to review the surfacing design for the interchange ramps was made. This will be done by Final Design Unit.

2. For purposes of maintenance it was requested that all of the width of the left hand six foot shoulder be paved at guard rail locations. Inspection revealed that it now is surfaced and it would not be proper to place a thin lift of loose aggregate on it. Tom Lowe will check on FHWA policy.

3. The detail showing rock removal is to be deleted and funds included in the Anticipated Items for performance as Extra Work.

4. Some of the guard rail on the project is of current standard having been recently constructed on a "spot safety" project. Some discussion was held concerning the propriety of specifying the removal and replacement of those runs. It was determined to leave the plans unchanged and permit the Resident Engineer in charge of construction some latitude in requiring the reconstruction of those runs. Some change is necessary because the rail will be too low after placing the 4-1/2 inch overlay.

5. The decision was made to remove two "humps" of material in the northbound side of the Riddle Road Interchange. This will improve sight distance and also furnish borrow material.

6. Tom Lowe indicated that he would look favorably upon a request to revise the Riddle Road Interchange by constructing a new northbound entrance ramp if we wish to make it. It would require acquisition of right of way. This will be discussed in Salem.

7. A check is to be made to determine how much right of way is owned on the north side of the river across from the material source. It may be possible that a contractor would make plant site there if enough area is available.

   In order that environmental impacts may be properly assessed the development plan for the material source will delineate an area in the northwest corner of the property to be used as a plant site. It will also direct the bidders attention to the fact that the existing screen of trees along easterly side of the property bordering the river is to remain undisturbed and that upon completion of the project a screen of trees is to be planted between the river and the plant site.

8. Current Interstate standards require installation of Type 2A guard rail on the Interstate System. Interchanges, including ramps and crossing roads are considered part of the System. The OSHD position is that, as part of the safety upgrading of the Interstate System, the upgrading of guard rail on Interchange ramps and crossing roads should be done at this time.

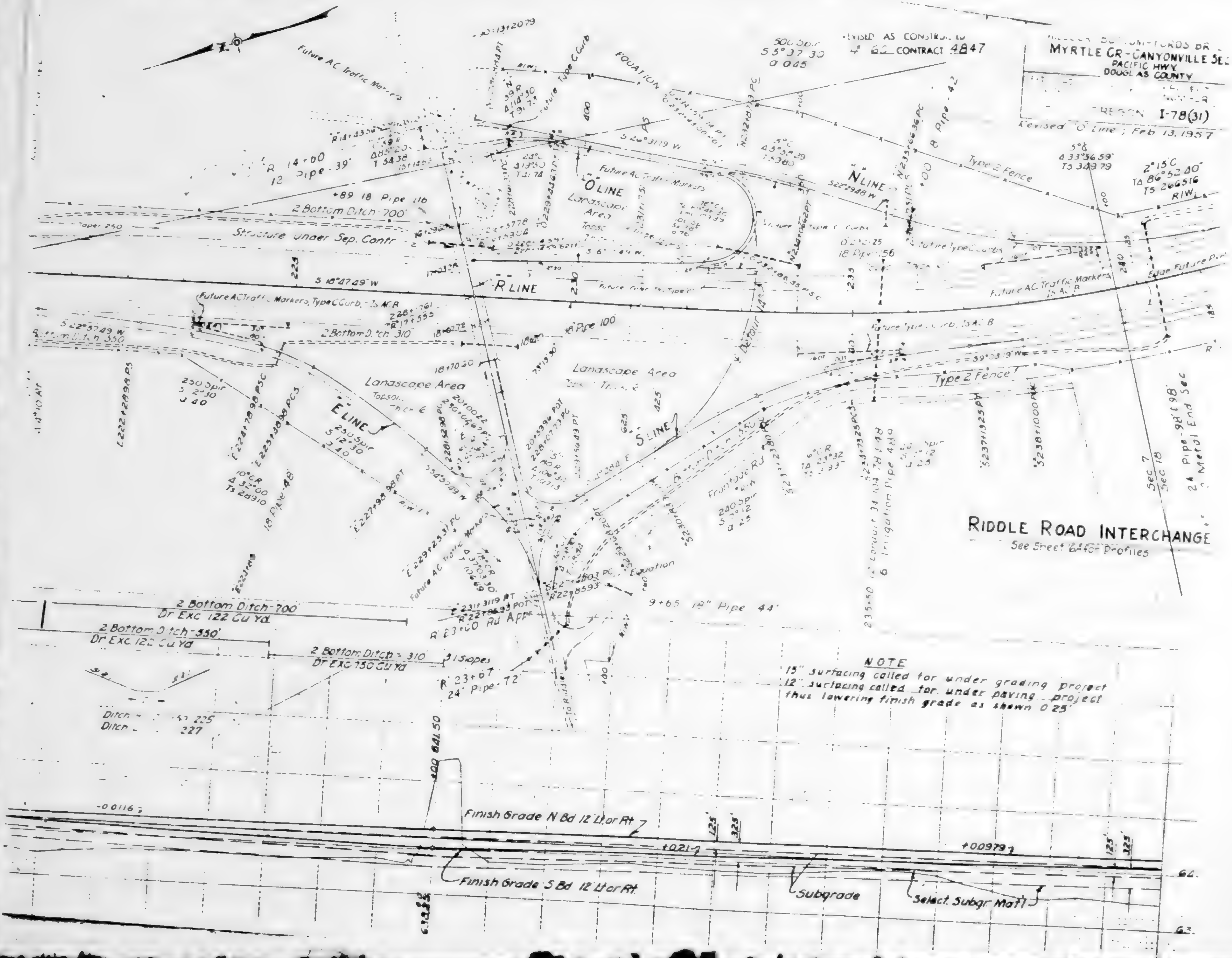
9. A question was raised by Alfred Shirley concerning the method of constructing the Gazely Road Crossing structure. He asked if any approval had been received for closing Gazely Road while this was being done. It will be looked into.

10. It was requested that a review of proposed drainage in the Gazely Road Interchange be made. The long closed system was objected to because of maintenance difficulties.

11. It was requested that a check be made with the Bridge Design Section about anchoring the median barrier on Ford's Bridge deck.

12. Items not included in the plans that will be added were a typical section for the excavation at bridge ends and for traffic staging at the ends of Ford's Bridge.

FET:we
cc: To All Participants
A. D. Olson - Review addition of ramp at Riddle Road



REVISED AS CONSTRUCTED
4-62 CONTRACT 4847

MYRTLE CR - CANYONVILLE SEC
PACIFIC HWY
DOUGLAS COUNTY

OREGON I-78(31)

RIDDLE ROAD INTERCHANGE
See Sheet 6A for Profiles

NOTE
15" surfacing called for under grading project
12" surfacing called for under paving project
thus lowering finish grade as shown 0.25'

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County Douglas
Intersection of Nbd. Riddle Int. and I5 MP 103.92
Highway Number I5 & Hwy 237 Hwy. 237 MP 5.90-5.95
Period Covered 1-1-70 10-31-74
Compiled by ______ Drawn by ______ Date 1-16-75

LEGEND

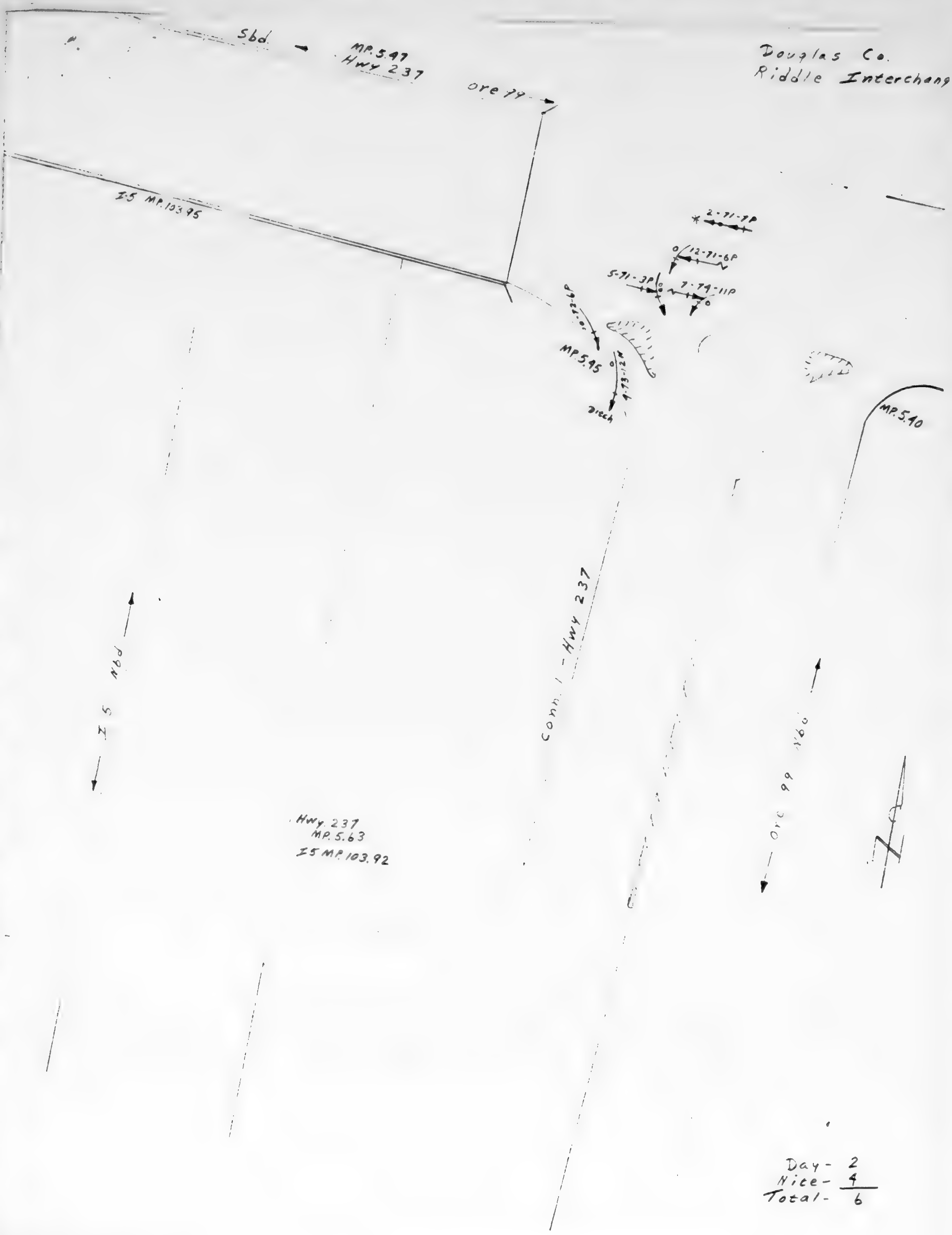
● Person Killed
←---- Pedestrian Killed
o Person Injured
◁---- Pedestrian Injured
←—— Property Damage Only
←+←+ Collision - Rear-end
→+←● Collision - Head-on
←✕ Collision - Sideswipe

◁---- Path of Pedestrian
←—— Path of Vehicle
<---- Path of Animal
←+— Vehicle Moving
←●— Vehicle Stopped
←+→ Vehicle Backing
▭ Properly Parked
[←] Improperly Parked
←▾▾ Vehicle Overturned
←⁓ Vehicle Skidded
* Stopped Prior L/T

Collision Type	1970-1971				1972				1973				10 Mos. 1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end			1	1																
Sideswipe																			1	1
Turning Movement		1	1	2																
Parking														1		1		2	1	3
Non-collision																				
Fixed Object																				
Pedestrian							1	1		1		1						1	1	2
Backing																				
Misc																				
TOTAL		1	2	3			1	1		1		1		1		1		3	3	6

Form E-261-6-70

Douglas Co.
Riddle Interchang



Day- 2
Nite- 4
Total- 6

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 17, 1974

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-2(-)
Myrtle Creek-Canyonville Section
Pacific Highway
Mandatory Material Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

I concur with Mr. Versteeg's December 6, 1974 request to designate the proposed aggregate source (Kummer Bar) as a mandatory materials source.

G. L. Green

NOTED
A. L. JOHNS

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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S.P.

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 6, 1974

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Mandatory Material Source
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Dear Mr. Green:

The subject project will require the production of approximately 190,000 cubic yards of aggregate material.

The proposed source (Kummer Bar) is state-owned and has been selected as being the most feasible from which to take the aggregate. It is proposed to make the use of the source mandatory. We consider it to be in the public interest to do so for the following reasons:

1. The source is located approximately in the middle of the project. A consequent reduction of energy consumed in hauling will result.

2. The development of the site can be better controlled than if a contractor-selected source were allowed.

3. Utilizes an already developed site and will not require opening another pit with its attendant impacts on the environment.

We seek your approval of our proposal to make the use of the source mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

WEC:we
cc: E. S. Hunter
L. W. Rulien
Alfred Shirley
C. G. Swenson
W. E. Cole

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3122

FORM 81-731 3010

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 12, 1974

FILE: LOC 17-6

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

ATTN: J.X. Wilson,
Regional Construction Engineer

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County
Kummer Gravel Bar

Herewith a sketch map showing the location of a possible deceleration and acceleration lane for access to Kummer Bar for the subject project. This access is for a low water crossing with all manufacturing to be done on the bar.

1
2

REFERRED TO

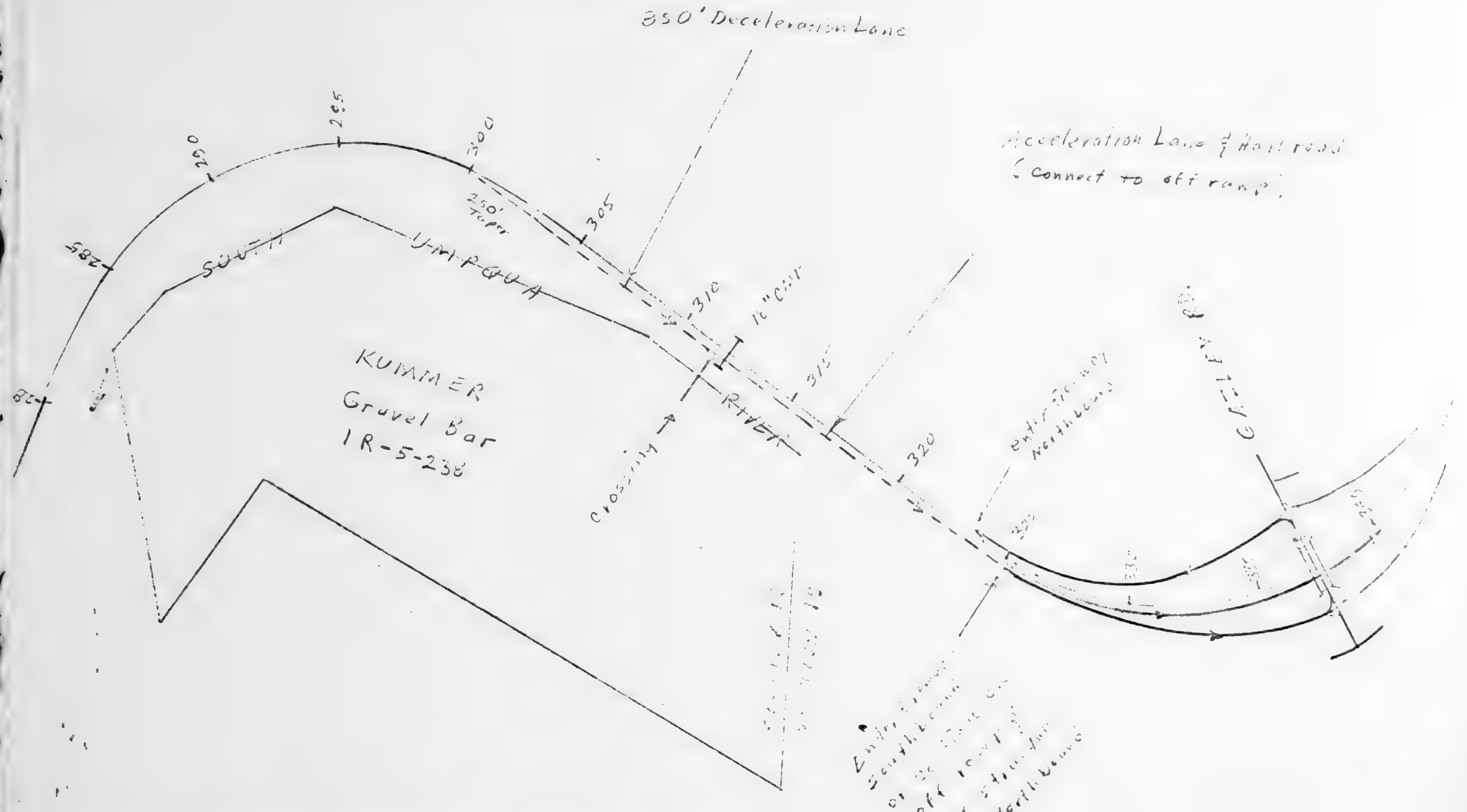
Beard	Reed
[✓ Cole]	Sample
Eriksen	Watson
Hager	Wolfe

[✓ Return] [✓ Discuss] Do File Copy Do
BY FINAL DESIGN ENGINEER

Attach.

12-16-74
CC: Bill Cole ✓ – Is this the info you wanted?

MYRTLE CREEK-CANYONVILLE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
SKETCH MAP
HAUL ROUTE FOR USE OF
KUMMER GRAVEL BAR
Scale: 1" = 500' Dec. 1974



November 29, 1974

Mr. Edward Hatfield
P. O. Box 402
Canyonville, Oregon 97417

Dear Mr. Hatfield:

North Canyonville Interchange
Myrtle Creek-Canyonville
Pacific Highway
Douglas County

This is in reply to your letter of November 4, requesting information on the proposed southbound on-ramp at the North Canyonville Interchange.

On June 29, 1972 a public hearing was held in the Canyonville Junior High School covering a proposed safety project on the Myrtle Creek-Canyonville Section of Interstate 5. Of the ten individuals who spoke at this hearing, nine requested that a southbound on-ramp at the North Canyonville Interchange be included in the proposed project. Among these individuals were the Mayor of Canyonville, a State Representative, a representative of three area counties, and a petition from interested citizens. Two pages from the transcript of this hearing are attached which include typical statements made at the public hearing. A sketch depicting the proposed ramp is also included.

There is a tentative schedule of construction of this project for April, 1975, depending on availability of funds. The proposed ramp is a part of a larger job expected to take about one year to complete. Based on existing prices, the ramp will cost in the neighborhood of $45,000 to construct.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
DNS:we js
bc: F. B. Klaboe
A. F. Johnson
J. H. Versteeg
A. Shirley, Jr.

6 '74

FOR

P.O. Box 402
Canyonville, Or. 97417
11/4/74

George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Or. 97310

Dear Sir:

I am a student at South Umpqua High School in Tri-City (near Myrtle Creek in Douglas County). I have found by means of noise surveys that many people in west Canyonville are bothered by freight trucks travelling through a good portion of their residential area to get back onto the freeway from the 3J's restaurant.

After some study I found out that there is a proposed new route for the trucks to take. This "new route" consists of an on-ramp to the freeway just south of the 3J's restaurant.

I would be very thenkful if you could give me any information about it, such as when construction is expected, how long it will take to construct, how much it will cost the taxpayer, etc.

Please send me the information.

Sincerely,

Edward Hatfield

1:46

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek - Canyonville Section
Waterproof Membrane

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's letter of September 24 requests approval to place Superseal 4000 on Myrtle Creek Interchange Oxing, Weaver Oxing of SPRR, Yokum Road Oxing Widening, and twin structures at Drain Oxing. We approve the inclusion of this product in the Category II experimental project under your original work plan submitted for deck membranes.

G. L. Green

cc:
OSHD (W. Hart)

22'74

REFER TO:
[illegible]

NOTED
E. S. HUNTER

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OCT 22 1974
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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 21, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek - Canyonville Section
Waterproof Membrane

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TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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G. L. Green

cc:
OSHD (W. Hart)

2 '74
REFER TO:

NOTED
E. S. HUNTER

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OCT 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

File: Br. 8028A R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 16, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Myrtle Creek-Canyonville Section
Roadway Illumination
Douglas Co., Br. No. 8028A

Attached are two sets of preliminary illumination plans, two copies of photometric curves and a copy of the current ADT for North Canyonville Interchange, Gazley Road Interchange and Yocum Road Interchange. We submit for your review and approval the following proposal as warranted by the AASHO "Informational Guide for Roadway Lighting".

North Canyonville Interchange - Partial roadway illumination is warranted under Case B-4 and Case B-5. The design light level at the ramp terminals will be 0.6 to 0.8 fc average using 700-watt clear mercury luminaires. The luminaires will be mounted on 50-foot steel breakaway poles placed 30 feet from the edge of pavement or protected by traffic barriers.

Gazley Road Interchange and Yocum Road Interchange - Existing roadway illumination will be removed and not be replaced.

The estimated cost for the illumination design as outlined above is $107,000 including an allowance for engineering and contingencies. Please review and return one set of plans with your comments and/or approval noted thereon.

VT/ag Encls.
cc E. S. Hunter L. W. Rulien
A. Shirley w/encl.
H. S. Cox w/encl.
V. E. Skoog

Very truly yours,

Walter J. Hart
Bridge Engineer

RECEIVED
OCT 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Fo 91-734-3030

C G Severson I-5 -

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 7, 1974
Salem, Oregon

FILE: Br. 8027A

FROM: Jack Davis
Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
Yokum Rd. Int. Widening
Myrtle Cr.-Canyonville Sec.
Douglas Co.

Location

This structure will be built parallel and adjacent to an existing structure carrying I-5 traffic over Yokum Road. This structure is located in the SE 1/4 of the NW 1/4 of Section 20, T 30 S, R 5 W, W.M. about two miles northwest of Canyonville in Douglas Co.

Fill Material

There will be fill required at each end of the structure for the proposed widening. This fill should not affect the pile driving.

Foundation Material

Borings taken prior to construction of the original structure indicated about 12 feet of topsoil throughout the construction area. One to two feet of mixed sand and gravel lie just below the topsoil sandwiched atop a solid basalt formation lying in a relatively level plane at about elevation $650^{\pm}$.

Recommendation

All bents may be supported on point bearing H piles either HP 10x42 at 50tons or HP 12x53 at 70 tons may be used with penetration estimated to be to elevation $648^{\pm}$ at bents 1, 2, and 3 and about elevation $652^{\pm}$ at bent 4. Pile tip reinforcement is recommended for all piles.

Expected pile lengths are as follows:

	Bent Elev.	Avg. Tip Elev.	Max. Length
Bent 1	694	648	50'
Bents 2 & 3	669	648	24'
Bent 4	694	652	46'

REFERRED TO
CE
Hager
Return
Forward
Discuss
File
BY FINAL DESIGN ENGINEER

The existing structure is founded on timber piles at all bents. A modification at Bents 1 and 4 at the time of construction to have them constructed similar to Bents 2 and 3 and near the same elevation eliminated the need for the 40- and 45-foot timber piles called for in the contract. Average penetration of all timber piles was to near elevation 651±.

WJH O.K. 10/4/74

JHA/ag

cc L. L. Wallace
R. W. Ellison
C. G. Swenson
A. C. Harwood

Form FHWA 121 (Rev. 5-73)

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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 30, 1974

In reply refer to: 1041BR.1/

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek - Canyonville Section
Gazley, Yokum, and Weaver Rd. Bridges

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

ATTN: Mr. E. S. Hunter, Asst State Highway Engineer

NOTED
E. S. HUNTE

cc Hart
1-8-75

Preliminary plans submitted with Mr. Hart's September 11 letter have been reviewed. We have the following comments:

Gazley Road (#8026A): The structure type, length and width are approved. We do question why Bent 2 has to be so deep. The plans show 6 feet of cover over the footing. The end bents do not keep fill from the girder bearings. We suggest wings or tilted slope paving. We also suggest that steps be taken to insure the roadway drainage is diverted away from the bridge end.

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 30, 1974

In reply refer to: 1041BR.1/

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek - Canyonville Section
Gazley, Yokum, and Weaver Rd. Bridges

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. E. S. Hunter, Asst State Highway Engineer

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Yokum Road (#8027A): The preliminary plans are approved. This approval, as with Gazley is contingent on receipt of foundation data supportive of the assumptions shown on the plans.

Weaver Road (#7953A): We can not approve Interstate funding for raising this structure. It does now and will continue to exceed your maximum height limit. Raising of structures must be approved by our Washington office and unless you have a compelling case showing extreme danger which is well documented, we can not recommend structure raising.

G. L. Green

cc:
OSHD (W. Hart)

10 2 74
NOTED
E. S. HUNTER

Cc Rulien
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OCT 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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RES 7

Salem, Oregon
September 25, 1974

W. J. Quinn
Research Coordinator

Myrtle Cr. - Canyonville Section

Walt Hart
Bridge Engineer

If the Superseal 4000 membrane is approved by FHWA for use on the four bridges on this project, I hope that we will state the manufacturer's warranty in the specification. I called Herb Schell about this and he thinks that since this product is still experimental, we can ask for their warranty.

WJQ:lj
cc: Clarence Swenson

✓

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 11, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St.NE
Salem, OR 97308

Dear Mr. Green:

Gazley Road Int. Br. 8026A
Yokum Road Oxing Br. 8027A
Weaver Road Uxing Br. 7953A

Enclosed are two prints each of Drawings Nos. 30023, 29597, 29952, and 29595 which are the preliminary plans and elevations and vicinity maps for bridges Nos. 8026A and 8027A. Also enclosed are two copies of the grading sheets pertaining to the subject structures. Foundation reports have not been completed but will be forwarded as soon as available.

The subject structures are part of the overlay project for the Myrtle Creek-Canyonville Section of the Pacific Highway.

The replacement of the Gazley Road Interchange structure was approved in Mr. Simpson's memorandum dated May 20, 1968. The length of this structure was determined by the lower roadway section. The proposed structure consists of two prestressed beam spans with pile supported end bents with an estimated cost of $342,000. Alternates studied for this site included a single-span post-tensioned box girder with end abutments estimated at $520,000, and a three-span with drop in prestressed box girders estimated at $420,000. The proposed type was selected because of its economy, its aesthetic values and because it would not require falsework over the freeway.

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ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

It is proposed to widen the Yokum Road Overcrossing with standard cast-in-place slab spans fitting the existing span arrangement. Estimated cost would be $197,000. This is less costly than an alternate T-beam construction estimated at $219,000 which would provide less vertical clearance during construction.

The Weaver Road Undercrossing has been struck by high loads numerous times in the past threatening the integrity of the structure and posing a danger to the safety of the motoring public. A recent inspection revealed eight patches on the four girders over the northbound lanes. (Present clearance 15' to 15' 2 3/8".) The most recent hit occurred on September 6, by a 15'3" load. Damage was slight but it was the second hit this year. While clearance over the southbound lanes is higher (15'8" to 16' 4 1/2"), there is evidence of hits on all four girders.

The 4 1/2 inch overlay will reduce the vertical clearance to 14' 7 1/2" at this location greatly aggravating the potentially dangerous situation. Since a safety project is self-defeating unless adequate clearance is maintained, we are proposing to raise this structure to provide 17 feet of clearance at an estimated cost of $117,000. The estimated cost of replacing this structure is $388,000.

All the above estimates include an allowance for engineering and contingencies.

This is being sent to you as a preliminary submittal for your approval.

PMO/ag
Encls.
cc E. S. Hunter
C. T. Keasey
V. E. Skoog

Very truly yours,

Walter J. Hart
Bridge Engineer

1541

R

Salem, Oregon

August 20, 1974

MEMO TO THE FILE

J. B. BOYD
Right of Way Engineer

NOTED
E. S. HUNTER

File No. 47796, Ross
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

This file initially involved a bare land taking and no relocation problems. Once into the acquisition we were advised that we were taking the septic tank and the county would not allow re-establishment of the septic system. We then acquired the entire parcel including the house.

The house is occupied by a husband, wife and seven children. Today I was informed that efforts to find comparable five bedroom houses in the Myrtle Creek-Canyonville area and even into Roseburg have met with no success. I have been advised that there is a four bedroom house for sale in Myrtle Creek which would easily convert to five bedrooms and be suitable for the displacees. However, the displacee has no financial reserve, is unable to make a down payment of 50% as required by the seller. Consideration was given to acquiring the house with State funds only and then making it available to the displacee. I was advised that this would jeopardize our Federal-aid and it is imperative that this not be the case on this particular project.

The relocation supervisor has been advised to stay in close contact with the Roseburg regional office and the local Federal Highway Administration office in an attempt to work out a suitable solution which will allow us to keep this job on the schedule for January, 1975. We are already exploring the possible alternatives and should have further information by the end of the week of August 19.

JWD:ks
cc: E. S. Hunter

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 13, 1974

FILE:

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: J.X. Wilson,
Region Construction Engineer

SUBJECT: File No. 47822
Myrtle Cr.-Canyonville Section
N. Canyonville Interchange
Pacific Highway
Douglas County

Herewith a report by Frank North concerning Mr. Brown's request to change the cul-de-sac on the frontage road at Canyonville.

The cul-de-sac will need to be left at station 474+50.

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

O WH

6-17-74

CC: J.H. Versteeg - As indicated in the attached letter written by Frank North we have no alternative but to go with originally planned cul-de-sac Sta. JXW

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 29, 1974

To: Alfred Bates
Resident Engineer

SUBJECT:

File No: 47822
Section: Myrtle Cr.-Canyonville
N. Canyonville Interchange
Highway: Pacific
County: Douglas

The proposal to change the location of the cul-de-sac, to be constructed on the west frontage road when a new south bound on-ramp is built, from Station 474+50 southerly to Station 487+00 was discussed with affected owners.

Mr. and Mrs. Darrell Brown, who own property and live in the area, approved the change. They said it would eliminate a seldom used dead end road along their property.

Mr. Lyle Jeffries, of Jeffries Development Company, who is the owner of property to be served by access to the cul-de-sac at Station 474+50 as well as other locations, opposed the change. He stated that they planned to develop land back of this access which could not be easily reached by any other approach. Mr. Jeffries is friendly and easy to talk to, but cannot be expected to sign a release for this change.

The Canyonville City Recorder was contacted and gave his opinion that the council would approve the proposed cul-de-sac in either location.

F. M. North
F. M. North
Liaison Agent

FMN:bjl

FORM 7-33

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 20, 1974

TO J. X. Wilson, Region III Construction Engineer

FROM J. H. Versteeg, Road Design Engineer J. H. Versteeg

SUBJECT North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway (I-5)

Reference is made to correspondence from Al Bates in regard to the frontage road which is to be cul-de-sac'ed south of the interchange when the new southbound on-ramp is added.

The cul-de-sac can be moved southerly to station 487 as suggested, provided that (1) a release is obtained from the property owner who was to be served by the original cul-de-sac at 474+50 and (2) that the City will agree to the move. If these can be cleared then the frontage road northerly of the relocated frontage road could be signed as "dead end" or "no through street" or whatever might be appropriate.

I do not believe that it would be appropriate to transfer the frontage road into private ownership. Moving the cul-de-sac and signing should accomplish almost as much and still leave the option to provide circulation in the future.

Please advise me where the cul-de-sac should be shown on the plans.

ADO:vb

5-21-74

cc: Al Bates - Would you please have R/W work with you to secure what is requested by Versteeg.

JXW

1:4k

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(77)100
Myrtle Creek-Canyonville Section
File 47835, Fuson

DATE: May 21, 1974

In reply refer to: 10-41.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Administrative Right of Way Agent K. A. Chatwood's May 17, 1974 letter requests our concurrence in a proposal to drill a replacement well on the remaining Fuson property and if the drilling is unsuccessful the State would have the option to purchase the remaining property.

Our letter of May 14, 1974 requested additional information from the State and the State's fee appraiser concerning the before valuation, the appraiser's assumption concerning the existing water supply, the 5-year record of sales, and the partial acquisition valuation which was based upon the assumption "It is also assumed that an adequate well can be replaced for the estimate furnished."

As soon as this information is provided we will be able to advise as to the extent of our participation in the proposed settlement.

G. L. Green

Enclosure
5-14-74 ltr, Green to Klaboe

Orig

5p.

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 17, 1974

G. L. Green, Division Engineer
Federal Highway Administration

K. A. Chatwood
Administrative Right of Way Agent

File 47835 - Fuson
Myrtle Creek - Canyonville Section
Pacific Highway
Douglas County

Attention Charles Mathias
Division Right of Way Officer

Right of Way Agent Stan Williams met with Mr. and Mrs. Fuson Thursday evening, May 16. He offered to purchase the entire property for $19,[illegible].

Mr. and Mrs. Fuson refused to sell. They want to remain where they are. They asked that the Highway Division drill a replacement well and pay [illegible] encroachment [illegible] so they can move the house back from the new right-of-way line.

The State has a choice of meeting the Fuson's demands or condemning the property. To comply with Title III, Sec. 301 (1) of the Uniform Act [illegible] effort to acquire property by negotiation, I [illegible] as follows:

> Offer $3,875 for land and damages, plus an obligation by the State to drill a [illegible] well as good or better than the existing well; install a [illegible] pump (use existing one, if of the right type and capacity) and connect to the grantor's water system; and, [illegible], the grantor to agree that should the State fail to [illegible] a well after reasonable effort, that the State has the option to purchase the remaining property for [illegible],125.

Under this arrangement, the State would take the risk rather than the seller or condemnee. Should the well prove more expensive than the estimate of $1,220, the State would pay the difference; should the well cost less, the State would benefit.

Considering the thousands of dollars spent for relocation and the cost to the public for administration to provide dislocation benefits to relocatees, it is only fair to relieve Mr. and Mrs. Fuson of the risk in drilling a replacement domestic well.

Please advise, if we option on this basis, that you will participate in the settlement.

KAC:LS

cc Virgil Wilson
F. B. Klabce
R. L. Schroeder
V. E. Skoog
L. W. Rulien
M. R. Mitchell

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1974

In reply refer to: 10-41.6

SUBJECT: Oregon Project I-5-2(77)100
Myrtle Creek - Canyonville Section
File 47835 - Fuson

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have made a preliminary review of the second appraisal prepared by Fee Appraiser L. A. Holt which has a before value of $19,000 and an after value of $13,905.

The before value of $19,000 appears to be based upon Mr. Holt's statement - "The well is stated to be 155 feet deep and supplies adequate domestic water according to Mrs. Fuson." This seems to conflict with the finding of the State geologist that the existing well produces only .08 gallons per minute. A supply of water this meager could affect the before valuation of the property. Please make Mr. Holt aware of the existing water supply and request that he clearly state in his report if it affects his before value of $19,000 along with appropriate reasoning.

Mr. Holt's report also indicates a five-year sales record but does not include the 1972 sale of the property which was for $6,900. This sale should be considered by the appraiser and explained.

The partial acquisition value of $5,095 is based upon Mr. Holt's statement - "It is also assumed that an adequate well can be replaced for the estimate furnished." It appears that Mr. Holt's valuation of $5,095 assumes an adequate supply of water can be furnished by drilling a new well. It was our understanding that the State geologist did not believe that an adequate supply of water could be secured by drilling a new well. If this is the case the property should be appraised giving due consideration to the geologist's written opinion. If other means can be found for supplying the property with water this, of course, could be considered in a cost to cure.

(more)

15 '74

Orig-

We do not think it advisable to negotiate an open-end agreement to drill a well. The best thing appears to be to establish the before value based upon the facts and acquire the entirety. If this is not possible a partial acquisition should be made based upon the best information available concerning ability to secure water for the remainder.

Matthes for
G. L. Green

Enclosure
FHWA ltr to Klaboe, 4-19-74

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 19, 1974

In reply refer to: 10-41.61

SUBJECT: Oregon Project I-5-2(77)100
Myrtle Creek - Canyonville
File No. 47835, Fuson
(Mr. K. A. Chatwood's March 20 letter)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The domestic water well on this property lies within the area to be acquired and the owner refuses to accept money equal to the cost of a new well. The existing well produces only .08 gallons per minute which is a very meager supply to begin with. This situation could very well affect the before value of the property. The State has only one appraisal and it apparently assumes an adequate water supply. Before any damages could be discussed the before value should be firmly established. We deem it advisable to secure another appraisal. The appraiser should be advised of the capacity of the existing well in order to determine what effect it would have on the overall property value. In addition, Mr. Hopkins should be asked to reconsider his appraisal in light of the existing water situation.

We do not think it advisable to negotiate an open-ended agreement to drill a well. We suggest that you consider attempting to purchase the entire property without drilling a well. In the event that this is not feasible, and your geologist believes an adequate well can be drilled, we suggest that it be limited to one drilling. If the drilling is unsuccessful the State should have the right to purchase the remainder at a specific agreed amount or to pay damages to the remainder at a specific agreed amount.

G. L. Green

RECEIVED
STATE HWY ENGR
APR 23 74
REFER TO
FOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 5, 1974

Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
M. A. CHATWOOD

M. A. Chatwood
Administrative Right of Way Agent

File 47835 - Fuson
Myrtle Creek - Canyonville Section
Pacific Highway
Douglas County

Attention Charles Mathias
Division Right of Way Officer

Attached is additional information regarding the well problem. I recommend we obligate the State to drill a new well.

[illegible]
attachments - letters from Alfred Shirley, Jr. and Rod Henry
cc [illegible] B. Klaboe
R. L. Schroeder
[illegible] E. Skoog
L. W. Rulien
Virgil Wilson
M. R. Mitchell

RECEIVED
[illegible]

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION
INTER DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 2, 19

SUBJECT

To Mr. Ken Chatwood
Administrative Right of Way Agent
State Highway Building
SALEM

File No: 47835-Fuson
Section: Myrtle Cr.-Canyonville
Highway: Pacific
County: Douglas

The well on the above file cannot be avoided since it is situated in the area needed for an access road to the adjacent property. (See attached letter.)

This well was checked by Regional Soils personnel on November 9, 1972 and the recovery rate of .08 gallons per minute is correct.

The $1,220.00 for well replacement would cover replacing everything except the well house.

There are several acres behind the house and away from the septic system so there shouldn't be any problem with the County Sanitarian about redrilling a well.

Stan Williams
Right of Way Agent

SW:slr

ATTACHMENT

SECT N
CEIVED
73

Jean

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 6, 1974

FILE:

FROM: Alfred W. Bates,
Resident Engineer
Alfred W. Bates

TO: Alfred Shirley, Jr.
Region Engineer

Attn: J.X. Wilson,
Region Construction Engineer

SUBJECT: Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
R/W File No. 47835

RECEIVED
ROSEBURG R/W

The well on this file cannot be saved.

With an access road 16 feet wide the well will be on the edge of the road.

The cut at this point is 40 feet high and 20 feet thick. This much cut within 20 feet of the well would probably destroy the well in any case.

I recommend drilling a new well farther back on the lot.

cc: L.W. Riley

O Ok

Leonard:
Looks like this well cannot be saved.
You should negotiate on that basis
J.X.W.

11-9-72

Subject – Edward Cuthriel Well
Right Station 378+50

This well will be Taken in new R/W. it has a new ½ HP Berkley Submersible pump in a 6" cased well.

Pump test run by Don Peterson & W.H. Beal

Time	dist. to water		Gallons/min	
0:00	143.5		5 gal.	Low water switch
0:05	154.0		5 gal.	Shut Pump off.
0:10	153.0	Started Recovery		
0:15	152.5			
0:20	152.0			
0:25	151.8			
0:30	151.5	Recovery Rate of .08/minute		
0:35	151.3			
0:40	151.1			
0:45	150.9			
0:50	150.6			
0:55	150.4			
1:00	150.2			
1:05	150.0			

We Tried to check well yesterday and our gauge quit working. The water level was at 107' at beginning. The Pump test Indicates a Very Poor Well.

Salem, Oregon

May 20, 1974

J. K. Wilson, Region III Construction Engineer

J. H. Versteeg, Road Design Engineer

North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway (I-5)

Reference is made to correspondence from Al Bates in regard to the frontage road which is to be cul-de-sac'ed south of the interchange when the new southbound on-ramp is added.

The cul-de-sac can be moved southerly to station 437 as suggested, provided that (1) a release is obtained from the property owner who was to be served by the original cul-de-sac at 474+50 and (2) that the City will agree to the move. If these can be cleared then the frontage road northerly of the relocated frontage road could be signed as "dead end" or "no through street" or whatever might be appropriate.

I do not believe that it would be appropriate to transfer the frontage road into private ownership. Moving the cul-de-sac and signing should accomplish almost as much and still leave the option to provide circulation in the future.

Please advise me where the cul-de-sac should be shown on the plans.

ADO:we

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 2, 1974

FILE:

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: North Canyonville Interch.
Myrtle Creek-Canyonville Sec.
Pacific Highway

I don't know if this information has gotten back to you or not, but as indicated in the attached letter from Al Bates, a request for revision to the frontage road on the subject section has been received.

Mr. Darrel E. Brown owns all the property northerly of the proposed cul-de-sac shown in red on the attached sketch. He is asking that the portion of the frontage road from that point to the originally proposed cul-de-sac be relinquished to him as a private drive. The purpose of this is to give him additional privacy and cut down the length of the dead-end frontage road.

This looks like a reasonable proposal and we are submitting it for your consideration.

JXW/cw
Attach.

cc A. W. Bates

1
2
3
4

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 3, 1973

To: Alfred Shirley, Jr.
Region Engineer

Attn: J.X. Wilson,
Region Construction Engineer

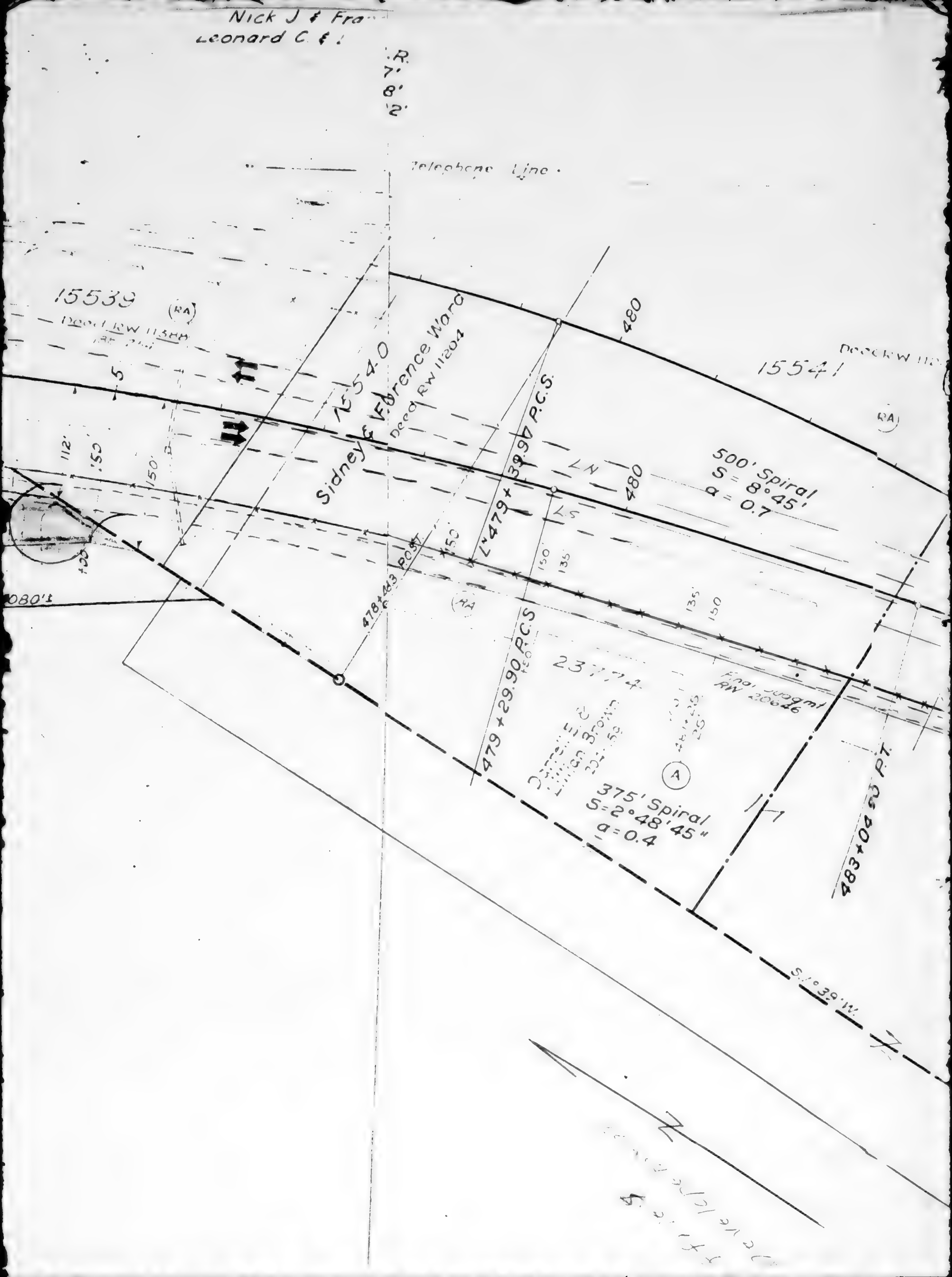
SUBJECT: North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway

Herewith the layout for the Canyonville off ramp and on ramp. The only change I recommend is that the cul-de-sac on the frontage road be moved to the position outlined in red which is at about station 437.

Mr. Darrel E. Brown who owns all of the property Northwesterly of this point has verbally requested that the cul-de-sac be moved to this point and that any part of the road not needed by the Highway Department be transferred to him as a private drive.

Alfred [illegible] Bates,
Resident Engineer

W


Nick J & Fra
Leonard C. &
R.
7'
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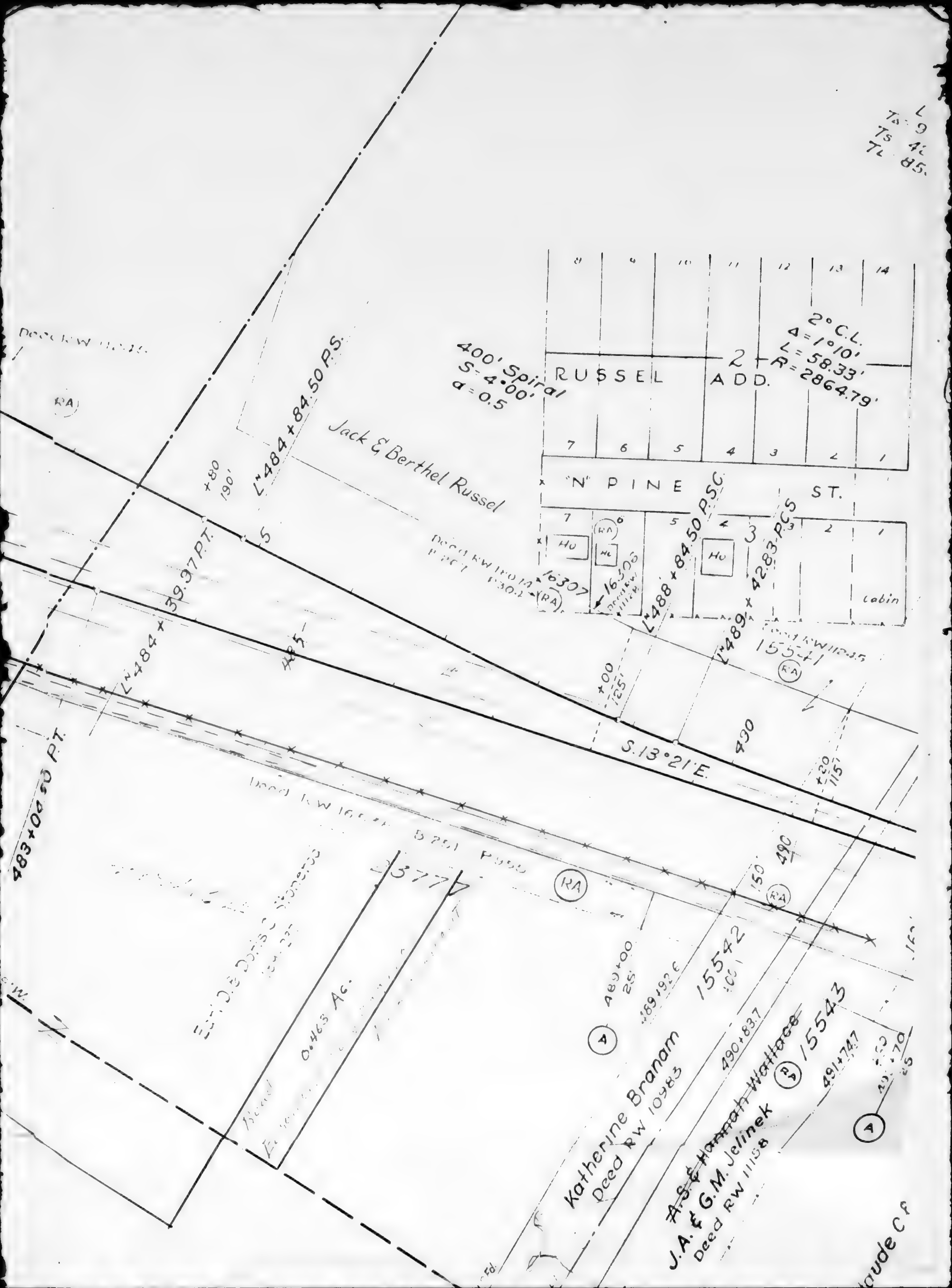
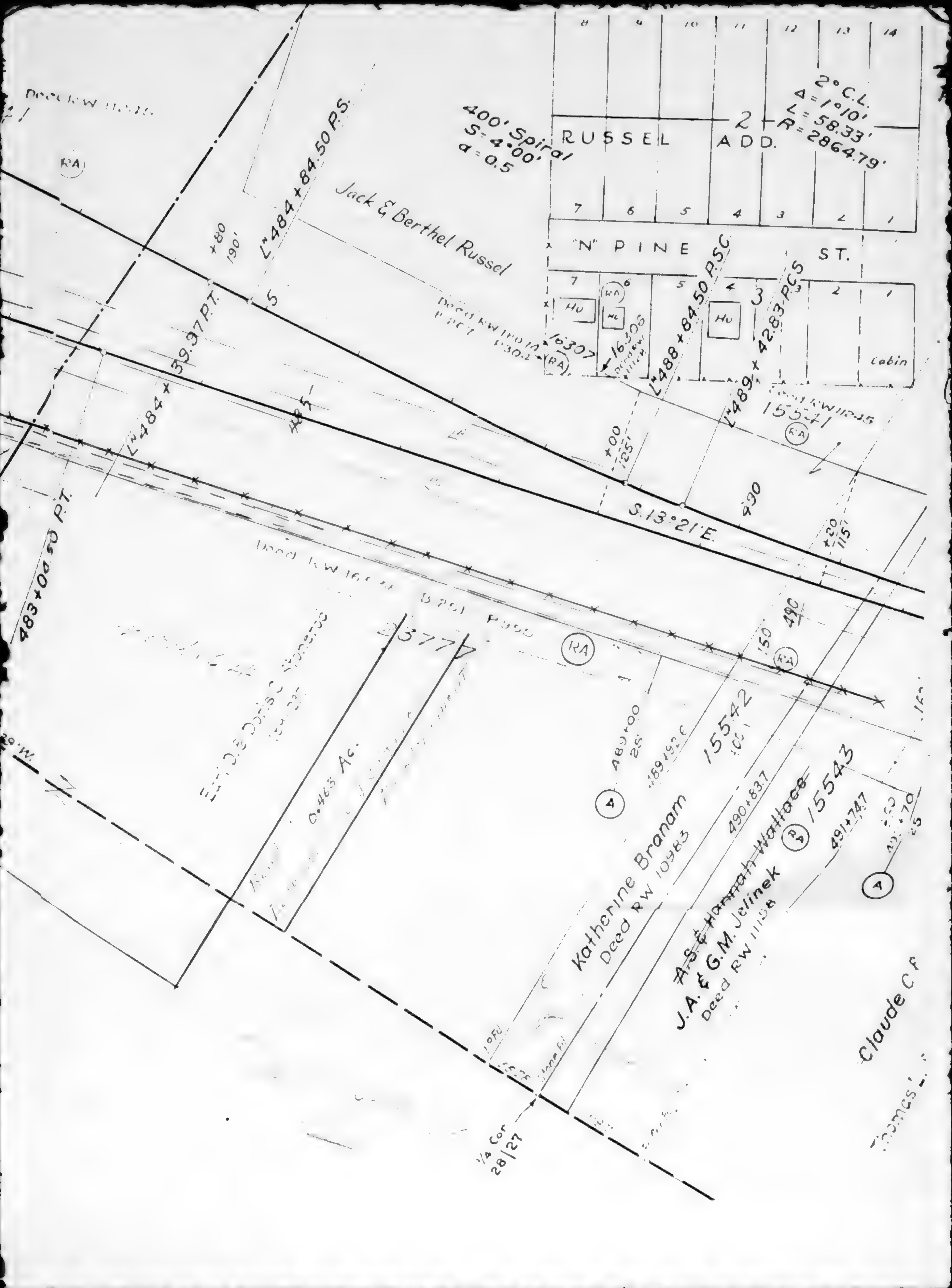
Telephone Line
15539
RA
Deed RW 11388
5
15540
Sidney & V. Florence Ward
Deed RW 11204
480
15541
Deed RW 11
RA
LN
LS
480
500' Spiral
S = 8°45'
a = 0.7
L 479+39.97 P.C.S.
112'
150
150
150
135
150
135
1080'±
478+44.3 POST
RA
479+29.90 P.C.S
23774
Final Judgmt RW 20646
A
375' Spiral
S=2°48'45"
a=0.4
483+04.90 P.T.
S.1°39'W.



Ts 9
Ts 4
TL 85
RUSSEL ADD.
2
2°C.L.
Δ=1°10'
L=58.33'
R=2864.79'
400' Spiral
S=4°00'
a=0.5
"N" PINE ST.
Jack & Berthel Russel
L=484+84.50 P.S.
+80
190'
5
Deed RW 16014
16307
16306
Ho
Cabin
L=488+84.50 P.S.C.
L=489+42.83 P.C.S.
3
15541
RA
L=484+39.97 P.T.
485
+00
125'
S.13°21'E.
490
+20
115'
483+00.50 P.T.
Deed RW 16544
377
RA
150
490
0.463 Ac.
A
489+00
489+92.6
15542
490+83.7
15543
491+74.7
Katherine Branam
Deed RW 10983
~~A.S. & Hannah Wallace~~
J.A. & G.M. Jelinek
Deed RW 11158
A
Claude C



RUSSEL ADD.
2
"N" PINE ST.
2°C.L.
Δ=1°10'
L=58.33'
R=2864.79'
400' Spiral
S=4°00'
a=0.5
Jack & Berthel Russel
L"484+84.50 P.S.
+80
190'
5
L"484+39.97 P.T.
485
483+04.50 P.T.
L"488+84.50 P.S.C.
3
L"489+42.83 P.C.S.
16307
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Hu
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Cabin
RA
15541
+00
125'
490
+20
115'
S.13°21'E.
150'
490
3777
0.463 Ac.
A
489+00
25'
Katherine Branam
Deed RW 10983
15542
490+83.7
~~A.S. & Hannah Wallace~~
J.A. & G.M. Jelinek
Deed RW 11158
15543
491+74.7
A
Claude C
Thomas L
1/4 Cor
28/27

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
May 16, 1974

FILE:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

TO: J. H. Versteeg
Road Design Engineer

Attention Frank Terpin

This Region is not interested in the purchase of the salvaged metal median barrier on the proposed Myrtle Creek-Canyonville Section and the Canyonville-Glendale Jct. Section upcoming overlay and safety projects.

AS/cw

REFERRED TO
______Cole______ ______Reed______
______Eriksen______ ______Sample______
______Hager______ ______Watson______
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 ✓
2
3

Salem, Oregon

April 26, 1974

J. X. Wilson, Region 3 Construction Engineer

J. H. Versteeg, Road Design Engineer

Fords Bridge
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Versteeg
A. Olson
T[illegible]
[illegible]
Swenson
R. Olson
Trout

RECEIVED
APR 26 '74
ROAD
DESIGN
SECTION

[illegible] val
Other

Reference is made to your letter of April 23 in regard to widening the median and Fords Bridge on the subject section.

The decision to leave this section as it exists was based on the federal requirement that such major corrective work is not to be approved for FAI funding until all requirements of PPM 21-16 have been met. Basically this means that accident experience which indicates that the existing facility caused or contributed to it, that the revision suggested would be the cure, and that it would be cost effective. Attached is a copy of a portion of the Circular Memorandum that covers the matter.

When the job first came in we called for an accident report and diagram for 1,000 feet each way from the bridge. In the past five years there had been nine accidents of record in the 0.6 mile section reported. There was no indication that the bridge was the problem. A request to Region for local input brought the response that both the section foreman and the bridge foreman state that there is no problem with accidents. The Region Traffic Engineer checked the reported accidents and found no problem. With this background information we could find no basis for justification of the change in width.

I am advised that Bridge is doing some experimental work on a new type of deck overlay and it may be that something can be done about the bridge surface.

The width problem has been discussed with Glenn Hossner, FHWA, and unless you have substantial new evidence no further consideration will be given to the matter.

REFERRED TO
W.E.C. Cole — Reed
Eriksen — Sample
Hager — Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

JHV:jh
Attachment

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon

FILE:

April 23, 1974

J. X. Wilson

FROM: J. X. WILSON,
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County
Right of Way Files 47796 and 47797

The attached right of way Revision Request indicates someone had made a decision not to widen the median nor the structure (Ford's Bridge) on the subject section.

There have been several reviews of the structure by FHWA, Walt Hart and others in the Highway Division in the past and I thought the consensus was the deck has deteriorated to the point of requiring replacement. If this is correct, we should be at least planning on widening to present standards.

In addition, if FHWA has not turned us down completely, I suggest we strive for the widened median as originally proposed.

JXW/cw
Attach.

cc A. W. Bates

Form E-383—(Rev. 12-70)

OREGON STATE HIGHWAY DIVISION
Revision Request

R/W Map 7B-32-14

Option File Numbers

47796 (Revise)

47797 (Cancel)

To: Design Section

Request for Revision of:

R/W (x) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

Request originated by Final Design Unit (W. E. Cole) Date 4-16-74

Request approved by Date

Section Myrtle Creek - Canyonville

Highway Pacific

Unit

County Douglas

Reason for Revision:

Field plans recommended to widen median to 16' from 6'. A. Olson investigated and it was decided not to widen median. Therefore, this revision and cancellation is needed.

ROSEBURG REGION
RECEIVED

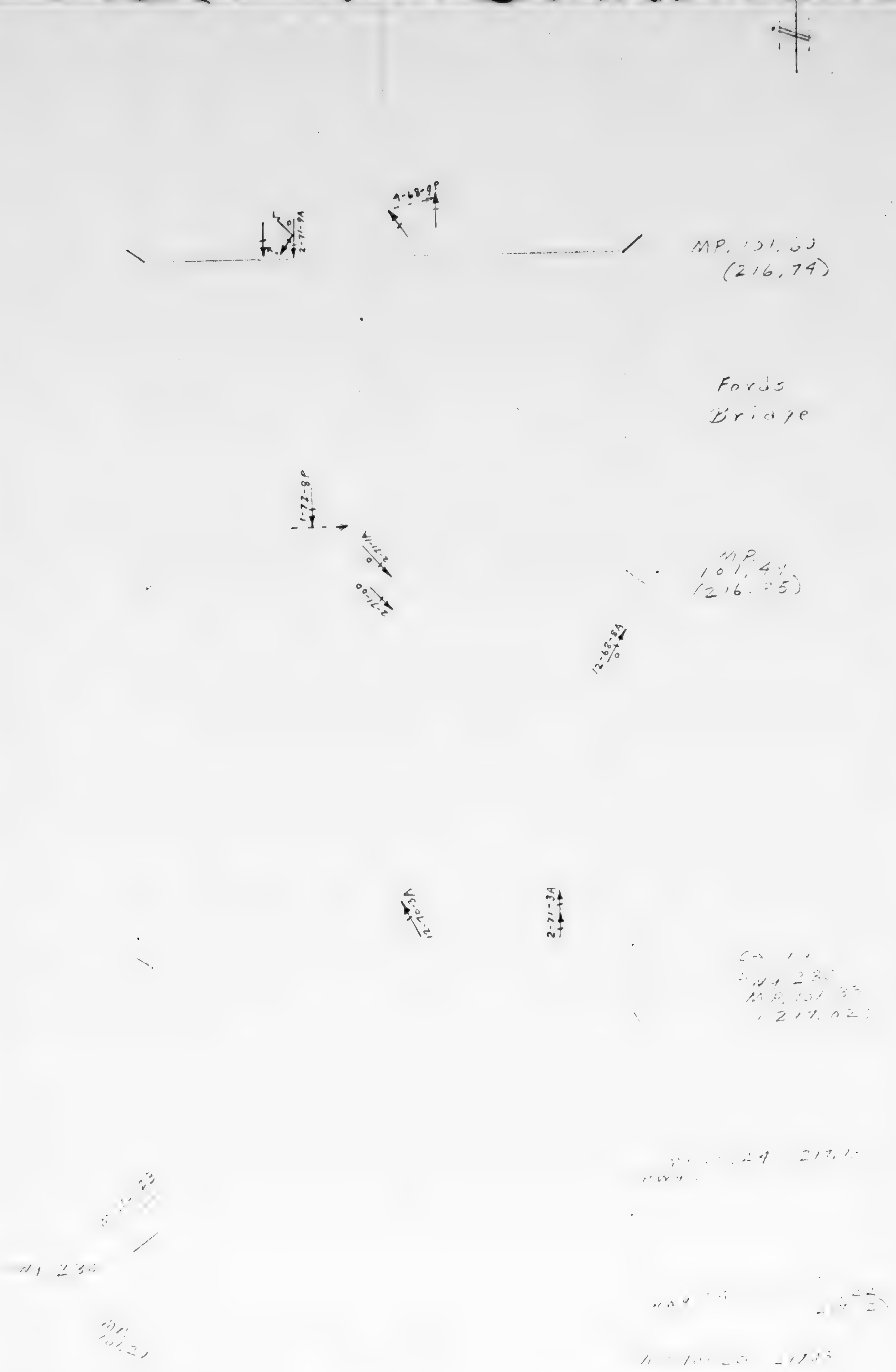
Revised Files returned to R/W Section Date

Copy to:

R/W Files
Design Section
R/W Section
Final Design Unit
Regional Engineer. Alfred Shirley ✓

4-19
CC: Al Bates - what do you think?

Wing Gazelle Rd.
MP. 101.80
(216.59)
9-68-3P
4-68-9P
2-71-9A
MP. 101.60
(216.74)
Focus
Bridge
1-72-8P
2-71-1A
2-71-00
M.P.
101.4
(216.85)
12-68-8A
12-70-3A
2-71-3A
[illegible]
[illegible]
[illegible]
(217.02)


9-68-9P
2-71-9A
MP. 101.60
(216.74)
Fords
Bridge
1-72-8P
2-71-1A
2-71-00
MP.
101.41
(216.85)
12-62-8A
12-70-3A
2-71-3A
HWY 23
MP. 101.33
(217.02)
HWY
HWY
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 19, 1974

FILE:

Alfred W. Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

ATTN: J.X. Wilson,
Regional Construction Engineer

SUBJECT: Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
Kummer Bar

Herewith a copy of the zone change for Kummer Bar.

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1
2
3

Old copy

CC: J.H. Versteeg

attn: Mr Bates

Vol 44
P. 642

IN THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON

In the Matter of Amending the Existing)
Zoning and Land Use Regulations as set)
forth in the Tri-City Zoned Area)
Annexation No. 1 - County Court)
Journal, Volume 35, Page 469)

O R D E R

The amendment to the Tri-City Zoned Area Annexation No. 1 shall consist of the text hereof:

A. Agriculture, Grazing and Timber-Raising (AGT)

(Less): A parcel of land lying in the Southeast quarter (SE 1/4) of Section 18, Township 30 South, Range 5 West, W. M., Douglas County, Oregon. The said parcel being described as follows:

Beginning at a point on the South line of said Section 18. Said point being 236.8 feet East of the South quarter corner of said Section 18; Thence North 28°25'30" East 2272.2 feet; thence North 56°14' West 664.5 feet to the center of the South Umpqua River; thence following the center of said river upstream Easterly and Southerly 4040 feet, more or less, to the intersection with said South line of said Section 18; thence North 89°12'30" West along said Section line 1237.1 feet to the point of beginning.

The parcel of land to which this description applies contains 69.54 acres.

B. General Agriculture (AG)

(add): A parcel of land lying in the Southeast quarter (SE 1/4) of Section 18, Township 30 South, Range 5 West, W. M., Douglas County, Oregon. The said parcel being described, as follows:

Beginning at a point on the South line of said Section 18. Said point being 236.8 feet East of the South quarter corner of said Section; thence North 28°25'30" East 2272.2 feet; thence North 56°14' West 664.5 feet to the center of the South Umpqua River; thence following the center of said river upstream Easterly and Southerly 4040 feet, more or less, to the

IN THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, OREGON

In the Matter of Amending the Existing)
Zoning and Land Use Regulations as set)
forth in the Tri-City Zoned Area)
Annexation No. 1 - County Court)
Journal, Volume 35, Page 459)

ORDER

The amendment to the Tri-City Zoned Area Annexation No. 1 shall consist of the text hereof:

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The parcel of land to which this description applies contains 69.54 acres.

Dated this 31 day of OCT, 1973

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

[illegible]

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 19, 1974

FILE:

Alfred W. Bates

FROM: Alfred W. Bates, Res. Eng'r.

TO: Frank E. Terpin, Final Design Eng'r.

SUBJECT: Myrtle Cr.- Canyonville Section
Pacific Highway
Douglas County

Herewith sections of R/W Map, X-Sections, X- Sections Notes and computed quantities for all available Topsoil on State Highway property. Total 16,500 Cu. Yds.

Topsoil may be excavated from median and reused.

cc: A Shirley Jr.
Attn: J.X. Wilson

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ [✓ File] ☐
BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
April 17, 1974

For: M. S. Harig

FROM: J. A. WILSON,
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

This will confirm what Region has previously recommended relative to cut slopes and material sources on the subject section.

Between Stations 275 and 308, we agree with George Wills' suggested treatment. That is, rocks jutting from the existing face be removed back to 30' plus on a lump sum basis.

Between Stations 420 and 430, our Geologists feel treatment as shown on the attached typical section would be adequate. This would provide the standard 12-foot shoulder clearance and the P.C.C. shoulder barrier would catch minor raveling from the slope. The section would also provide a 15-foot clean-out area behind the barrier.

With respect to material sources, we are still proposing the Kummer bar. Bates has secured a zone change from AGI to AG to permit this type of operation (through the County Court). See attached letter. He has also secured concurrence from the local Wildlife Commission people and indicates there is no real opposition at higher levels. We will pursue documentation on this item. In addition, we will initiate a Dept. of Geology and Minerals permit.

If there is any further information or recommendations you want, please let me know.

JAW/cw
Attach

cc Victor D. Wolfe
A. W. Bates
Elliott Parker

REFERRED TO

Cole	Reed
Eriksen	Sample
Hager	Watson
Return [ ]	Forward [ ]
Discuss [ ]	File [ ]

BY FINAL DESIGN ENGINEER

1

2

4

Myrtle Cr. - Canyonville Sec.
(Kumm Bar)

— cc: SHIRLEY
cc: PARKER

DOUGLAS
COUNTY

PLANNING DEPARTMENT

COURTHOUSE ANNEX #2, 205 S.E. JACKSON ST. • ROSEBURG, OREGON 97470 • 503/672-3311

September 28, 1973

Mr. Alfred W. Bates
Resident Engineer, Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Bates:

This letter is to inform you of the decision of the Douglas County Planning Commission on the zone change from AGT to AG in the Tri City Zoned Area.

After careful consideration at the regularly scheduled meeting on September 27, 1973, the Planning Commission decided to grant the zone change to AG. This zone change will not take effect until the order is signed by the Board of Commissioners for Douglas County. This order will not be drawn for thirty days to allow any person wishing to file a written appeal with the Board of Commissioners to do so.

If you have any questions regarding this matter, please contact this office.

Yours truly,

Frank Nielsen

Frank Nielsen
Zoning Administrator

FN:ob

Salem, Oregon

April 10, 1974

J. X. Wilson, Region III Construction Engineer

Frank E. Terpin, Final Design Engineer

Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
(Topsoil)

Enclosed please find a print of the Right-of-way Map on the subject project indicating a topsoil source just south of the Weaver Interchange. This source was used when the Myrtle Creek-Fords Bridge Section was constructed.

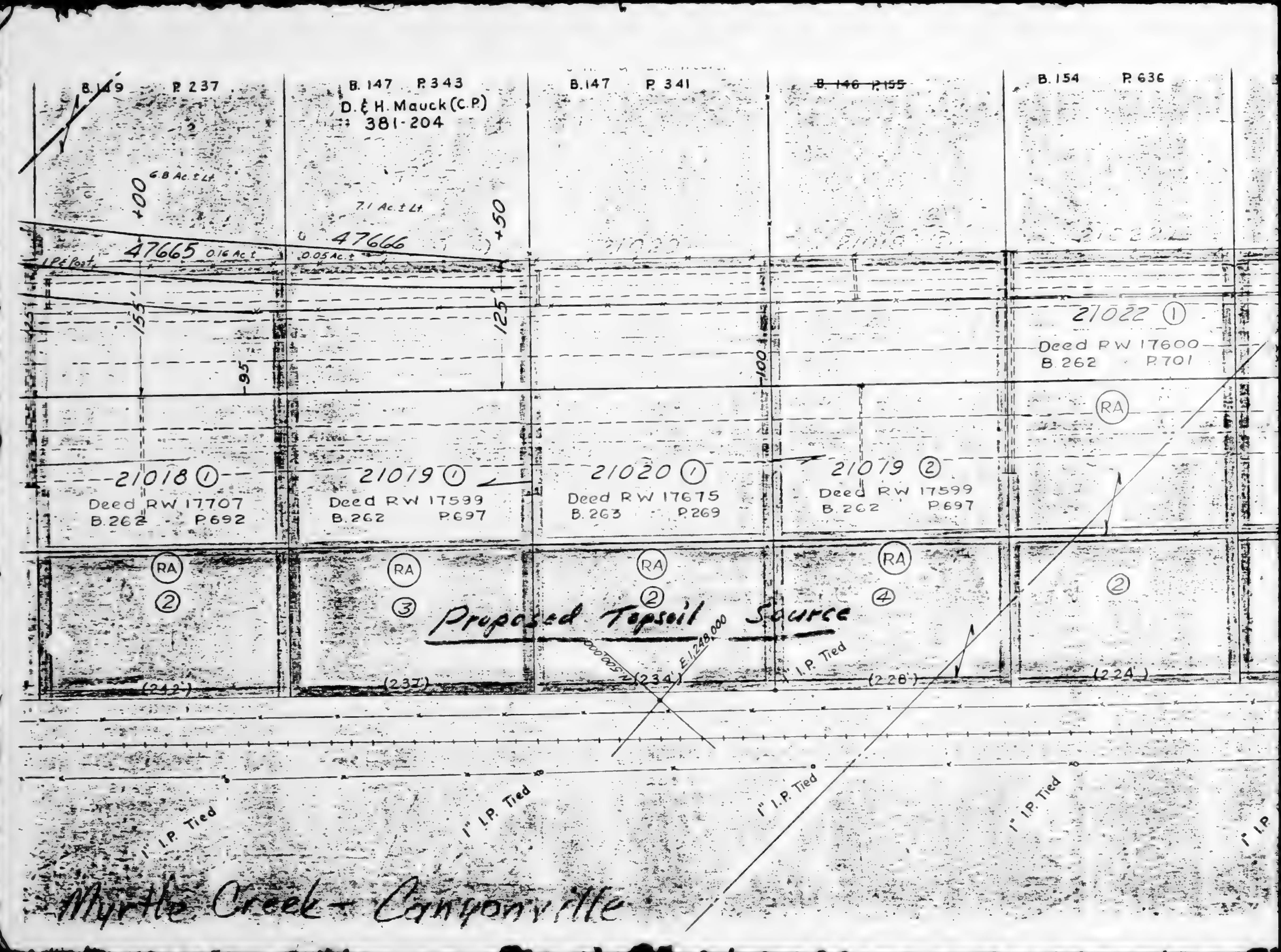
Please have this area remeasured for available topsoil quantity remaining. The subject project will require an estimated 50,000 cubic yards. As you know, this project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have this information by April 22, 1974.

1 Versteeg ✓
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout K

RECEIVED
APR 11 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

WEC:we
Enclosure
cc: C. G. Swenson
R. E. Olson


B.149 P.237
B.147 P.343
D. & H. Mauck (C.P.)
381-204
B.147 P.341
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B.154 P.636
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21022 ①
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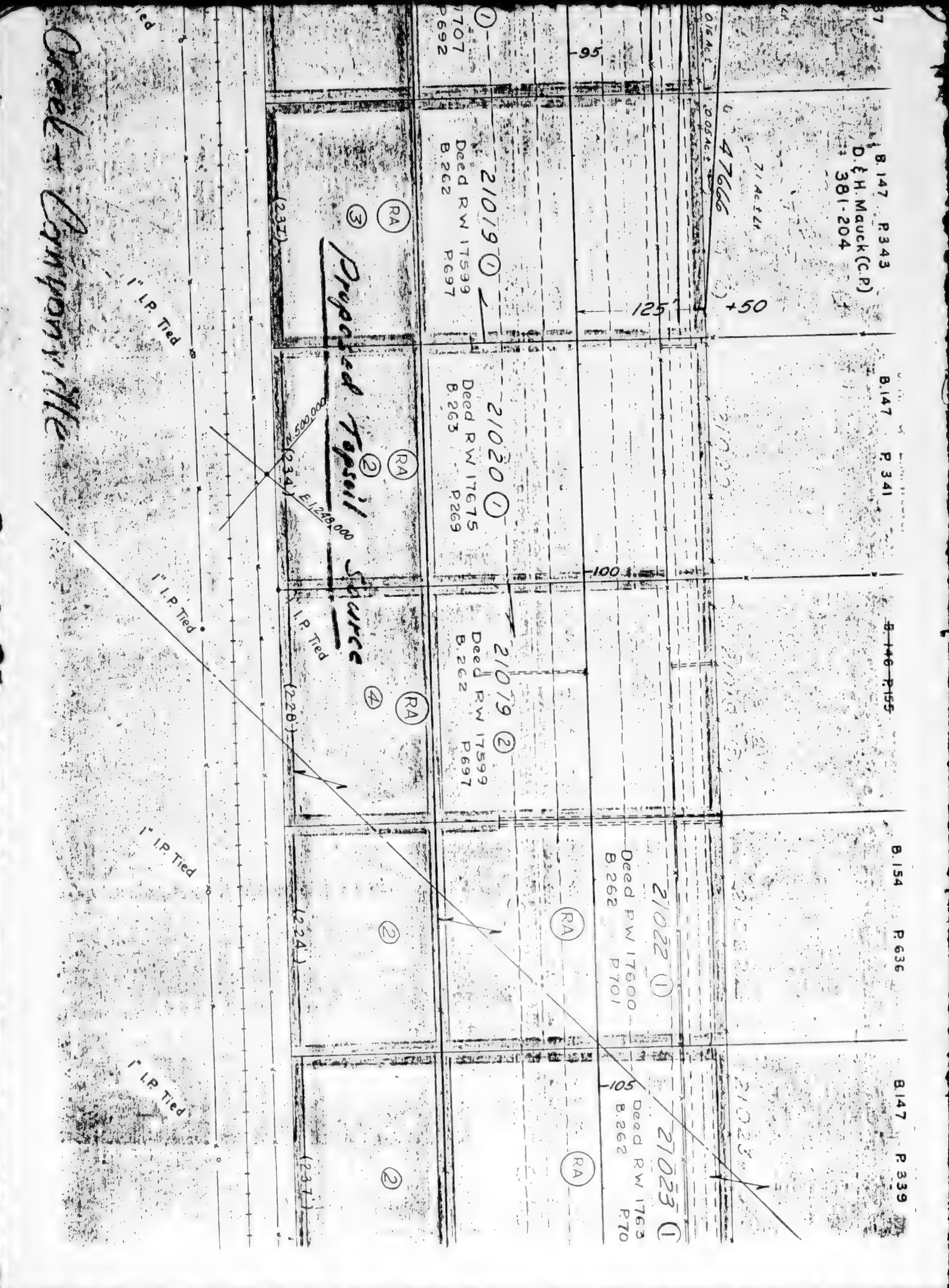
Myrtle Creek - Canyonville



Creek - Canyonville
Proposed Topsoil Source
B.147 P.343
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File Yellow

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 4, 1974

TO J. X. Wilson, Region III Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

> On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is 4 to 4-1/2 inches. (incl. "E" mix seal)

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Attachment
cc: W. E. Cole

Myrtle Creek - Canyonville Section

Bridge No.	Location
7950	Myrtle Creek Interchange, M.P. 108.31, Sta. 3391, Single Str. with Median Barrier, Roadway Width - NB 30'-6", SB 42'-6", 4" overlay.
7952A	SPRR Crossing, M.P. 107.52, Sta. 3433, Single Str. with Median Barrier, Roadway Width - 31' @ NB & SB, 4" overlay.
7931	S. Umpqua River Crossing, M.P. 105.41, Sta. 152, Twin Str., Roadway Width 30' each str., 4" overlay.
0509B	S. Umpqua River Crossing (Ford's Bridge), M.P. 101.54, Sta. 355, Single Str. with Median Barrier, Roadway Width - 27' @ NB & SB, 4-1/2" overlay.
8027	Yokum Road Interchange, M.P. 101.33, Sta. 367 Single Str. with Median Barrier, Roadway Width - NB 42', SB 31'-3". Note: This structure will have to be widened to accommodate new interchange legs. 4-1/2" overlay.
8028	Irwin Access, M.P. 99.53, Sta. 462, Twin Structures, Roadway Width - 40' each str., 4-1/2" overlay.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 26, 1974

TO E. S. Hunter
Assistant State Highway Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT

We have investigated the Interstate Overlay projects listed in your memorandum of March 21, 1974. There are four of these projects on which we know there may be difficulty. The other projects appear to be clear unless it is later discovered that right-of-way will be necessary.

The Lebanon Road-Halsey Interchange Section does not require right-of-way; however, we understand the Planning Commission is very likely to turn down our application for a zone change for our proposed borrow site.

Myrtle Creek-Canyonville Section requires right-of-way and relocation. It does not appear that this project will be ready for contracting before September, 1974.

Irrigon Junction-Stanfield Junction Section: Our Supervisor understands that a revision of the Irrigon Interchange is being considered that will require right-of-way.

North Ontario Interchange-Idaho State Line: There is one parcel of property required for the Idaho Avenue Interchange. We have requested F.H.W.A. authorization to purchase but have not received approval.

JRO:A

CC F. B. Klaboe
J. H. Versteeg
W. J. Hart
V. D. Wolfe
J. B. Boyd
L. W. Rulien
Gary Potter
Clarence Gregg

Ken Rolfe /w/ att.
Rod Henry /w/ Att.
Frank North /w/ att.
Verne Allen /w/ att.

3-29-74
original to [illegible]
to answer

RECEIVED
MAR 26 1974
OFFICE OF
ASSISTANT STATE [illegible]

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek-Canyonville Section
Pavement Overlay

DATE: March 20, 1974

In reply refer to: 10-41-B3

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This stat-ioning not correct →

In response to Mr. Wolfe's February 14 submission asphaltic concrete overlays for the subject project are approved in the following depths: 3 inches from Station 326 (through the equation 153+30 = 1494+18) to Station 3392 and 3 1/2 inches between Station 326 and 490, both lanes. A leveling course equivalent to approximately 1/2 inch depth and a 1 inch plant mix seal are also approved.

Corrected sta ↓

The approved overlay depths are a compromise between the so called Williams Method and the Deflection Method as supported by Mr. Gregg's analysis excluding the 10 percent safety factor applied to the SN.

3" 3385+00 thru EQ. 3460+13 = 67+10 to sta 324
3½" 326+00 and sta 494+00

K. Hoster for G. L. Green

Letter will be ~~[illegible]~~ correction To agree. Dan 3/26/74

1 Vorsteeg ✓
2 Tomm
copy

RECEIVED
MAR 2 [illegible]
ROAD DESIGN SECTION

Requires Reply
Other

Copy File

[illegible]
3-25-74
Copies to Wolfe, Vorsteeg, Gregg, Shirley

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FOR

RECEIVED
MAR 2 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 20, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek-Canyonville Section
Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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The approved overlay depths are a compromise between the so called Williams Method and the Deflection Method as supported by Mr. Gregg's analysis excluding the 10 percent safety factor applied to the SN.

G. L. Green

1 ✓
2
copy

3-25-74
Copies to [illegible]

REFER TO
FOR
✓

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-2(-)100
Myrtle Creek-Canyonville Section
Pavement Overlay

DATE: March 20, 1974

In reply refer to: 10-41-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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The approved overlay depths are a compromise between the so called Williams Method and the Deflection Method as supported by Mr. Gregg's analysis excluding the 10 percent safety factor applied to the SN.

NOTED
E. S. HUNTER

G. L. Green

3-25-74

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Myrtle Creek-Canyonville
Pacific Hwy (FAR 3), Douglas County

An evaluation of the overlay requirements on the subject section has been completed. Four overlay procedures, underdesign, deflection, present condition, and the "Williams Method" were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be answered promptly.

Your approval of the four-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal, is requested.

Very truly yours,

Victor D. Wolfe
Location Engineer

Attach

cc: E.S. Hunter
C.J. Gregg

CJG:af jp

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 25, 1974

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT
Overlay Design Recommendations
Myrtle Creek - Canyonville
Pacific Highway (FAR 3)
Douglas County

Report on the evaluation of the Myrtle Creek-Canyonville Section, Station 3392+00± (New M.P. 108.29±) - Station 490+00± (New M.P. 99.00±). The proposed project covers three or portions of three original projects, and at least six grading and surfacing contracts.

The existing pavement structural section for the project was analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Sta. 3392± through equa. to Sta. 326±

Asphaltic Concrete (Wearing Surface)	CBE = 2.0"
Asphaltic Concrete (Base Course)	CBE = 1.9"
Aggregate Base	CBE = 0.95"

Sta. 326± to Sta. 398±

Asphaltic Concrete	CBE = 2.0"
Aggregate Base	CBE = 1.0"

Sta. 398± to Sta. 490±

Asphaltic Concrete	CBE = 2.0"
Aggregate Base	CBE = 1.0"

Underdesign Method

The results indicated below are the differences in crushed base equivalent credit allowed in the original surfacing designs and the present (1974) design requirements. Supporting data includes sketch map (1), "As Constructed" Typical Sections and "Project Base Designs", A-1 through A-1-f; Laboratory reports and letters, A-2 through A-5-b; and Traffic Analysis sheets, A-6 through A-6-e.

The sections shown below had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. A number of holes were drilled in the existing roadway, and it appears that a portion of the material was obtained from the S. Umpqua River and part from existing roadway cuts. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations rather than the original value of the soil. Laboratory reports and letters establishing equivalency coefficients are attached as A-2 through A-5-b.

N.B. Sta. 3392± through equa. to Sta. 150±
S.B. Sta. 3392± through equa. to Sta. 150±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	11.1 (1958-1978)
CBE Requirement	26.0"
Constructed CBE	17.5"
Total underdesign	8.5"
Asphaltic Concrete Overlay Required	4.25" or 4.5"

N.B. Sta. 150± to Sta. 274±
N.B. Sta. 296± to Sta. 309±
S.B. Sta. 150± to Sta. 326±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	11.1 (1958-1978)
CBE Requirement	26.0"
Constructed CBE	15.5"
Total underdesign	10.5"
Asphaltic Concrete Overlay Required	5.25" or 5.5"

N.B. Sta. 274± to Sta. 296±
N.B. Sta. 309± to Sta. 326±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	11.1 (1953-1978)
CBE Requirement	26.0"
Constructed CBE	21.5"
Total underdesign	4.5"
Asphaltic Concrete Overlay Required	2.25" or 2.5"

N.B. Sta. 326± to Sta. 398±
S.B. Sta. 326± to Sta. 398±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	11.0 (1956-1976)
CBE Requirement	25.5"
Constructed CBE	19.0"
Total underdesign	6.5"
Asphaltic Concrete Overlay Required	3.25" or 3.5"

N.B. Sta. 398± to Sta. 490±
S.B. Sta. 398± to Sta. 490±

Design R Value	Minimum for Traffic Classification
Traffic Coefficient	11.0 (1956-1976)
CBE Requirement	25.5"
Constructed CBE	19.0"
Total underdesign	6.5"
Asphaltic Concrete Overlay Required	3.25" or 3.5"

Deflection Method

The overlay thickness required by deflection measurements is shown below, and a summary of the tests is attached, A-7 through A-7-e:

Sta. 3392± through equa. to Sta. 326± September, 1969

Average Deflection = 0.0188
Evaluated (80%) O.W.T. = 0.022
1973-1978 Traffic Coefficient = 9.6
Six Year E.W.L. (Remainder of design period) = 20,227,860
Tolerable Deflection = 0.011
Percent Reduction Required = 50.0
Crushed Base Equivalent Required = 7.0"
Asphaltic Concrete Overlay Required = 3.5"

Sta. 326± to Sta. 398± September, 1969

Average Deflection = 0.022
Evaluated (80%) O.W.T. = 0.025
1973-1976 Traffic Coefficient = 9.1
Four Year E.W.L.
(Remainder of design period) = 12,470,840
Tolerable Deflection = 0.012
Percent Reduction Required = 52.0
Crushed Base Equivalent Required = 7.5"
Asphaltic Concrete Overlay Required = 3.75" or 4.0"

Sta. 398± to Sta. 490± September, 1969

Average Deflection = 0.021
Evaluated (80%) O.W.T. = 0.025
1973-1976 Traffic Coefficient = 9.1
Four Year E.W.L.
(Remainder of design period) = 12,295,800
Tolerable Deflection = 0.012
Percent Reduction Required = 52.0
Crushed Base Equivalent Required = 7.5"
Asphaltic Concrete Overlay Required = 3.75" or 4.0"

Condition Survey Method

Fifteen test holes were drilled in the subject section in 1967. The various courses of the structural section were sampled and tested, and equivalencies were assigned. The equivalencies were established by comparing the test results of the existing material to present standard specifications. The credits allowed are indicated in the following computations. A summary of the test holes and laboratory results is shown as A-8 through A-8-g.

Station 3392± - 326±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.6 (1973-1978)
CBE Required Thickness = 22.5"
A.C. (Average) = 5.0" x 1.5" = 7.5"
Base (Average) = 15.5" x 0.5" = 8.0"
CBE Deficiency = 7.0"
A.C. Deficiency = 3.5"

Station 326± - 398±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.1 (1973-1976)
CBE Required Thickness = 21.5"
A.C. (Average) = 5.0" x 1.5" = 7.5"
Base (Average) = 10.0" x 0.8" = 8.0"
CBE Deficiency = 6.0"
A.C. Deficiency = 3.0"

Station 398± - 490±

R Value Minimum for Traffic Classification
Traffic Coefficient = 9.1 (1973-1976)
CBE Required Thickness = 21.5"
A.C. (Average) = 4.78" x 1.5" = 7.0"
Base (Average) = 8.47" x 0.8" = 6.5"
CBE Deficiency = 8.0"
A.C. Deficiency = 4.0"

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-9 through A-9-h.

Sta. 3392± through equa. to Sta. 326±

Data:

1958 - Authorization Date
1958 to 1978 - 20 Year Design Period
1959 - Year opened to traffic
1966 - Year pavement reached P_t = 2.5 (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 5.5 (Based on R = 34, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1958 traffic data and *standard 18 kip Traffic Analysis Sheets.

1959 - 1966 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 573.6
Total 18 kip Loads (1959-1966) = 1,465,490

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 3.08

1959 - 1978 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 766.9
Total 18 kip Loads (1959-1978) = 5,318, 626

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.46

SN Required = 3.46 + 0.35 (10% Safety Factor) = 3.81
SN Supplied (Opening to 1966) = 3.08
SN To be added = 0.73

CBE Required = 0.73/0.14 = 5.21"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (5.21") = 2.61" say 3.0"

Sta. 326± to Sta. 398±

Data:

1956 - Authorization Date
1956 to 1976 - 20 Year Design Period
1958 - Year opened to traffic
1961 - Year pavement reached $P_t = 2.5$ (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet.)
Soil Support Value = 5.5 (Based on R = 34, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1956 traffic data and *standard 18 kip Traffic Analysis Sheets.

1958 - 1961 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 490.2
Total 18 kip Loads (1958-1961) = 536,807

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.61

1958 - 1976 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 725.8
Total 18 kip Loads (1958-1976) = 4,768,287

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.40

SN Required = 3.40 + 0.34 (10% Safety Factor) = 3.74
SN Supplied (Opening to 1961) = 2.61
SN To be added = 1.13

CBE Required = 1.13/0.14 = 8.07"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (8.07") = 4.04" say 4.0"

Sta. 398± to Sta. 490±

Data:

1956 - Authorization Date
1956 to 1976 - 20 Year Design Period
1958 - Year opened to traffic
1961 - Year pavement reached $P_t = 2.5$ (Obtained through John Sheldrake from section and paving foremen.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet.)
Soil Support Value = 5.5 (Based on R = 34, Minimum for Traffic Classification)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1956 traffic data and *standard 18 kip Traffic Analysis Sheets.

1958 - 1961 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 486.9
Total 18 kip Loads (1958-1961) = 533,152

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 2.61

1958 - 1976 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 715.1
Total 18 kip Loads (1958-1976) = 4,698,388

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 3.40

SN Required = 3.40 + 0.34 (10% Safety Factor) = 3.74
SN Supplied (Opening to 1961) = 2.61
SN To be added = 1.13

CBE Required = 1.13/0.14 = 8.07"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (8.07") = 4.04" say 4.0"

Recommendations

The data presented above indicates that three to four inches of asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place four inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

* See attachments.

Myrtle Creek - Canyonville
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

Item	Page
Sketch Map	(1)
Typical Sections Myrtle Creek-Fords Bridge, 1958 and 1959	A-1
Base Design, 1958	A-1-[illegible] and A-1-b
"As Constructed" Typical Sections Fords Bridge Unit, 1957	A-1-c
Base Design, 1955	A-1-d
Typical Section Fords Bridge-Canyonville, 1957	A-1-e
Base Design, 1956	A-1-f
Laboratory Reports (Aggregate)	A-2, A-2-a, and A-2-b
Laboratory Reports (Core Tests)	A-3, A-3-a, A-3-b, A-3-c, A-3-d, and A-3-e
Laboratory Reports (Mix Designs)	A-4, A-4-a, and A-4-b
Laboratory Letters	A-5, A-5-a, and A-5-b
Traffic Analysis	A-6, A-6-a, A-6-b, A-6-c, A-6-d, and A-6-e
Deflection Measurements	A-7, A-7-a, A-7-b, A-7-c, A-7-d, and A-7-e
Summaries of Test Holes and Laboratory Reports	A-8, A-8-a, A-8-b, A-8-c, A-8-d, A-8-e, A-8-f, and A-8-g
Traffic Analysis for "Williams Method"	A-9, A-9-a, A-9-b, A-9-c, A-9-d, A-9-e, A-9-f, A-9-g, and A-9-h

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Myrtle Creek - Canyonville
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1903

Res. Engr.
Approx. Length 9.3± miles
Sta. 3392± through equa. to 490±
Date January 25, 1974

Mean Truck A.D.T. 2861
Traffic Coefficient 10.4 (1973-1978)
18 kip s. a. per day 1712.6

Annual Precipitation 31"± (Roseburg)
Frost Penetration - - - -
CBF Total Requirement 34.5"

(1)
Typical Soil

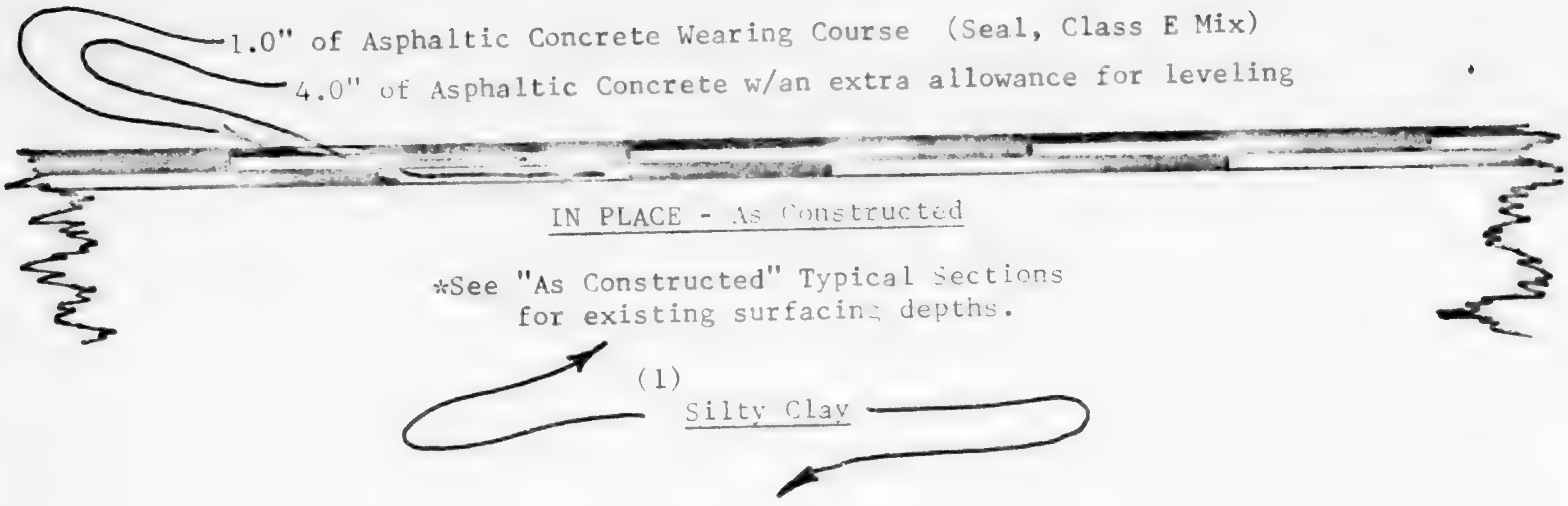
62	LL
40	PI
95	%P 10
76	%P 200
5	% Gravel
6	% C Sand
13	% F Sand
27	% Silt
49	% Clay
7	R Value
A-7-6	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
	OVERLAY	
---	1.0	A.C.W.C.
8.0	4.0	A.C.
	*IN PLACE - AS CONSTRUCTED	

STRUCTURAL SECTION
"OVER EXISTING" (Where Utilized)



1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)

4.0" of Asphaltic Concrete w/an extra allowance for leveling

IN PLACE - As Constructed

*See "As Constructed" Typical Sections for existing surfacing depths.

(1) Silty Clay

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
for Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A. (2)
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Myrtle Creek-Canyonville

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base.*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
New Work Mainline	1.0"	2.0"	15.0"	---	---	34.5"	18.0"
11.0 - 12.0		2.0"	15.0"	---	4.0"	38.0"	21.0"
10.0 - 11.0		2.0"	13.0"	---	4.0"	34.5"	19.0"
9.0 - 10.0		2.0"	11.0"	---	5.0"	31.5"	18.0"
8.0 - 9.0		2.0"	10.0"	---	4.0"	28.0"	16.0"
7.0 - 8.0		2.0"	8.0"	---	4.0"	24.5"	14.0"
6.0 - 7.0		2.0"	6.0"	---	5.0"	21.5"	13.0"
4.8 - 6.0		2.0"	5.0"	---	4.0"	18.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Myrtle Creek-Canyonville

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

12,400 Present ADT (19 73)

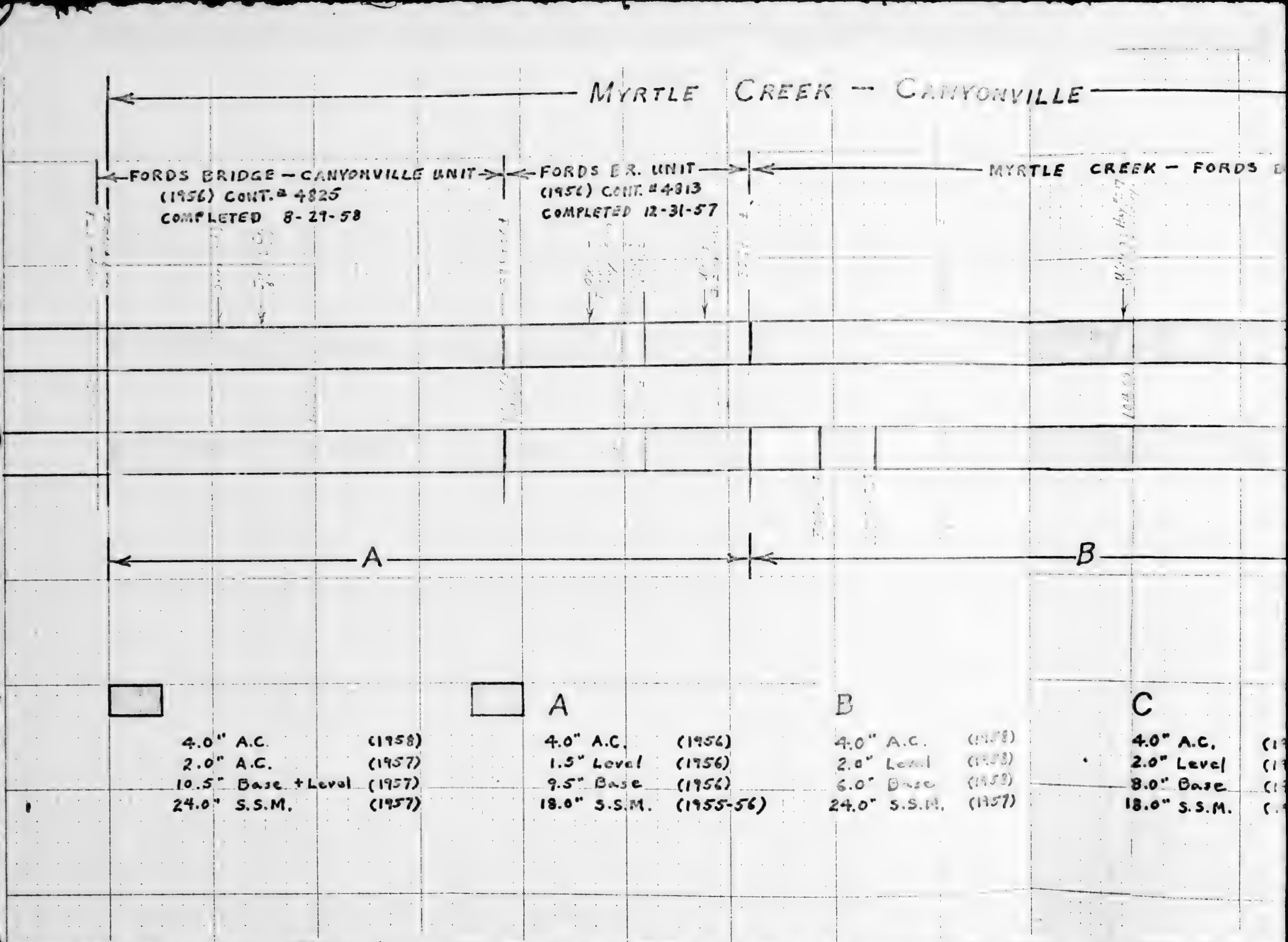
16.8 Percent Trucks

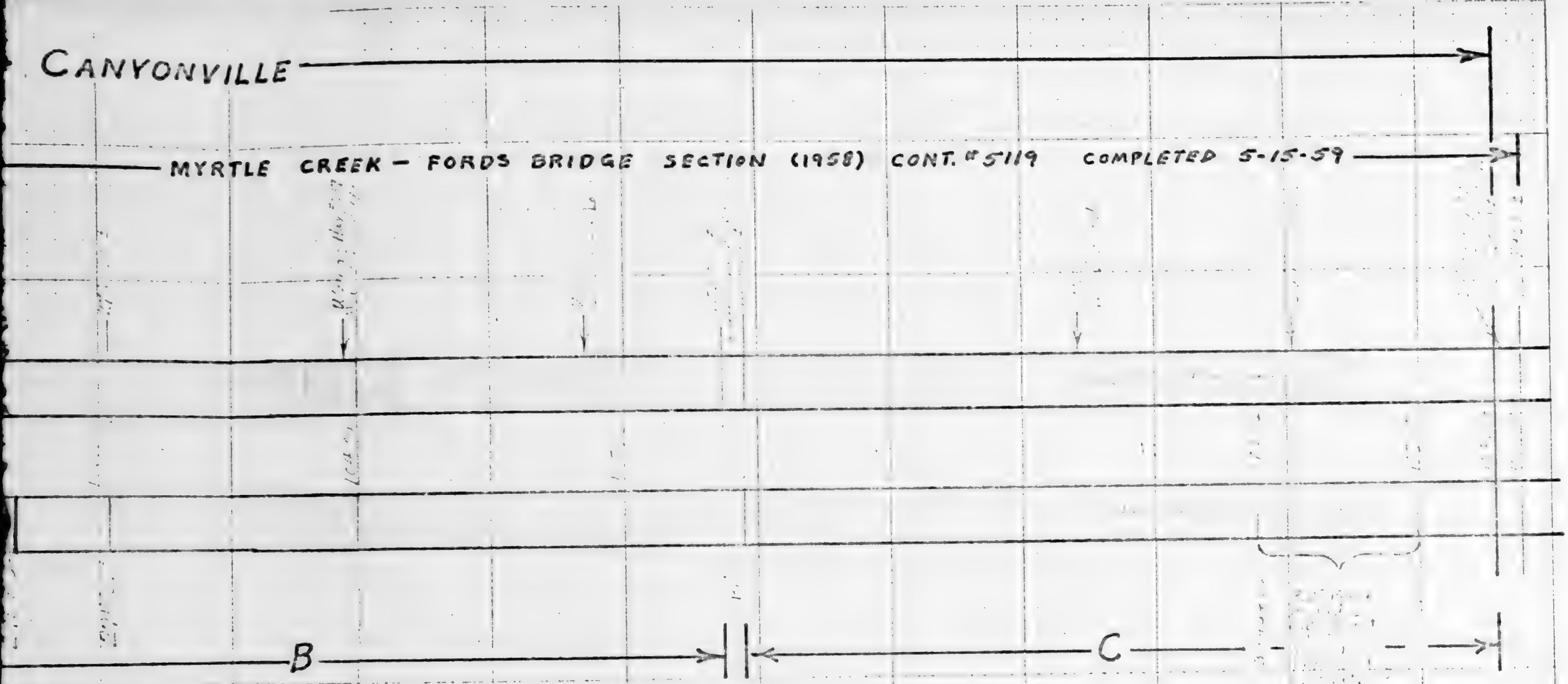
AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	200	1.75	350	275	450	123,750
3	160	1.75	280	220	1000	220,000
4	60	1.75	105	83	1250	103,750
5	1650	1.75	2888	2269	3180	7,215,420
6	10	1.75	18	14	2570	35,980
				2861	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 7,698,900

FIVE
~~TWENTY~~ YEAR EWL 38,494,500

(1973-1978) TRAFFIC COEFFICIENT 10.4


MYRTLE CREEK – CANYONVILLE
FORDS BRIDGE – CANYONVILLE UNIT
(1956) CONT. # 4825
COMPLETED 8-29-58
FORDS B.R. UNIT
(1956) CONT. #4813
COMPLETED 12-31-57
MYRTLE CREEK – FORDS
A
B
A
4.0" A.C. (1958)
2.0" A.C. (1957)
10.5" Base + Level (1957)
24.0" S.S.M. (1957)
4.0" A.C. (1956)
1.5" Level (1956)
9.5" Base (1956)
18.0" S.S.M. (1955-56)
B
4.0" A.C. (1958)
2.0" Level (1958)
6.0" Base (1958)
24.0" S.S.M. (1957)
C
4.0" A.C.
2.0" Level
8.0" Base
18.0" S.S.M.


CANYONVILLE
MYRTLE CREEK – FORDS BRIDGE SECTION (1958) CONT. # 5119 COMPLETED 5-15-59
B
C

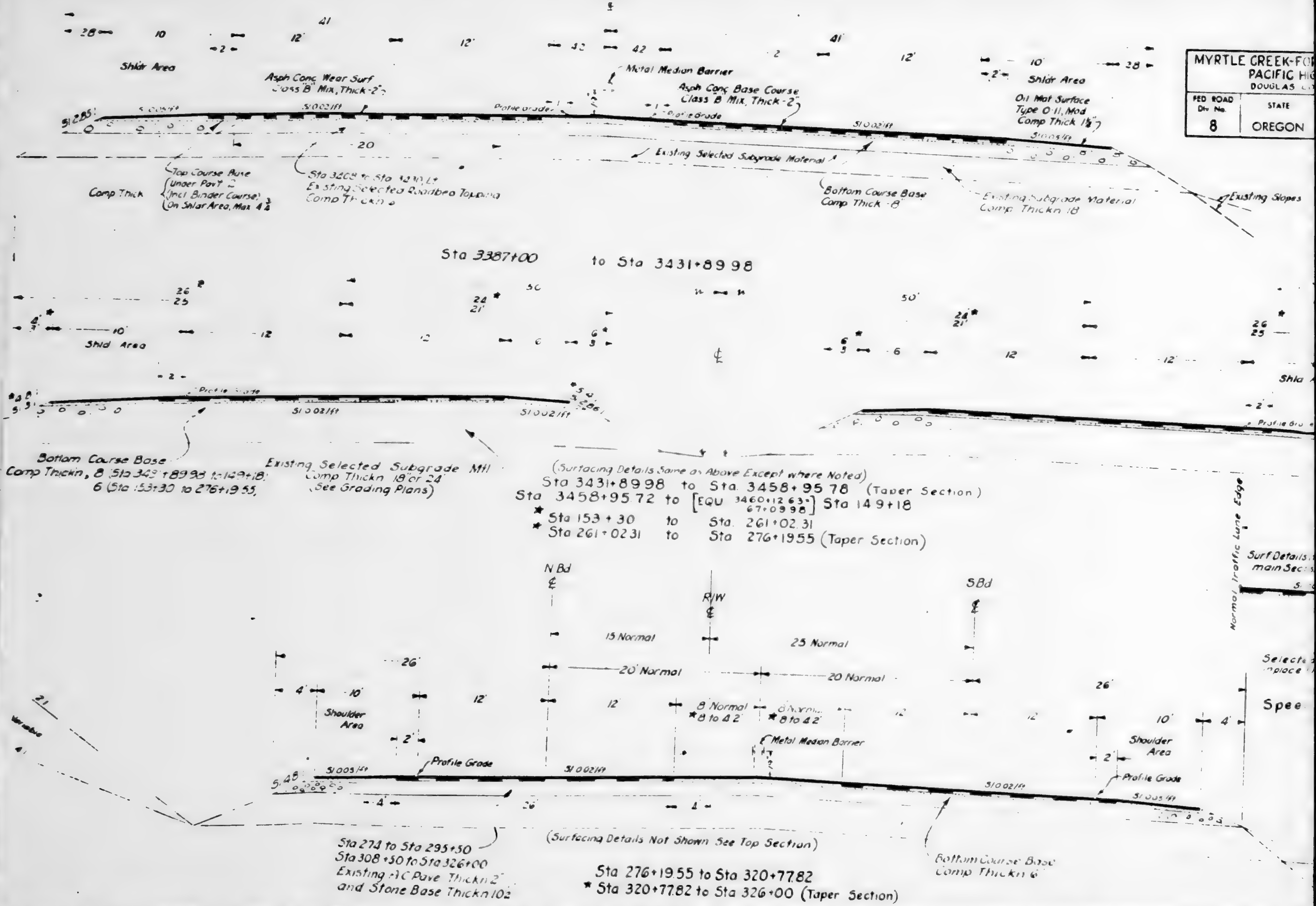
" A.C.	(1958)		
" Level	(1958)		
" Base	(1958)		
" S.S.M.	(1957)		

C

4.0" A.C.	(1958)	
2.0" Level	(1958)	
8.0" Base	(1958)	
18.0" S.S.M.	(1956)	

MYRTLE CREEK-FO
PACIFIC HI
DOUGLAS

FED ROAD Div No.	STATE
8	OREGON



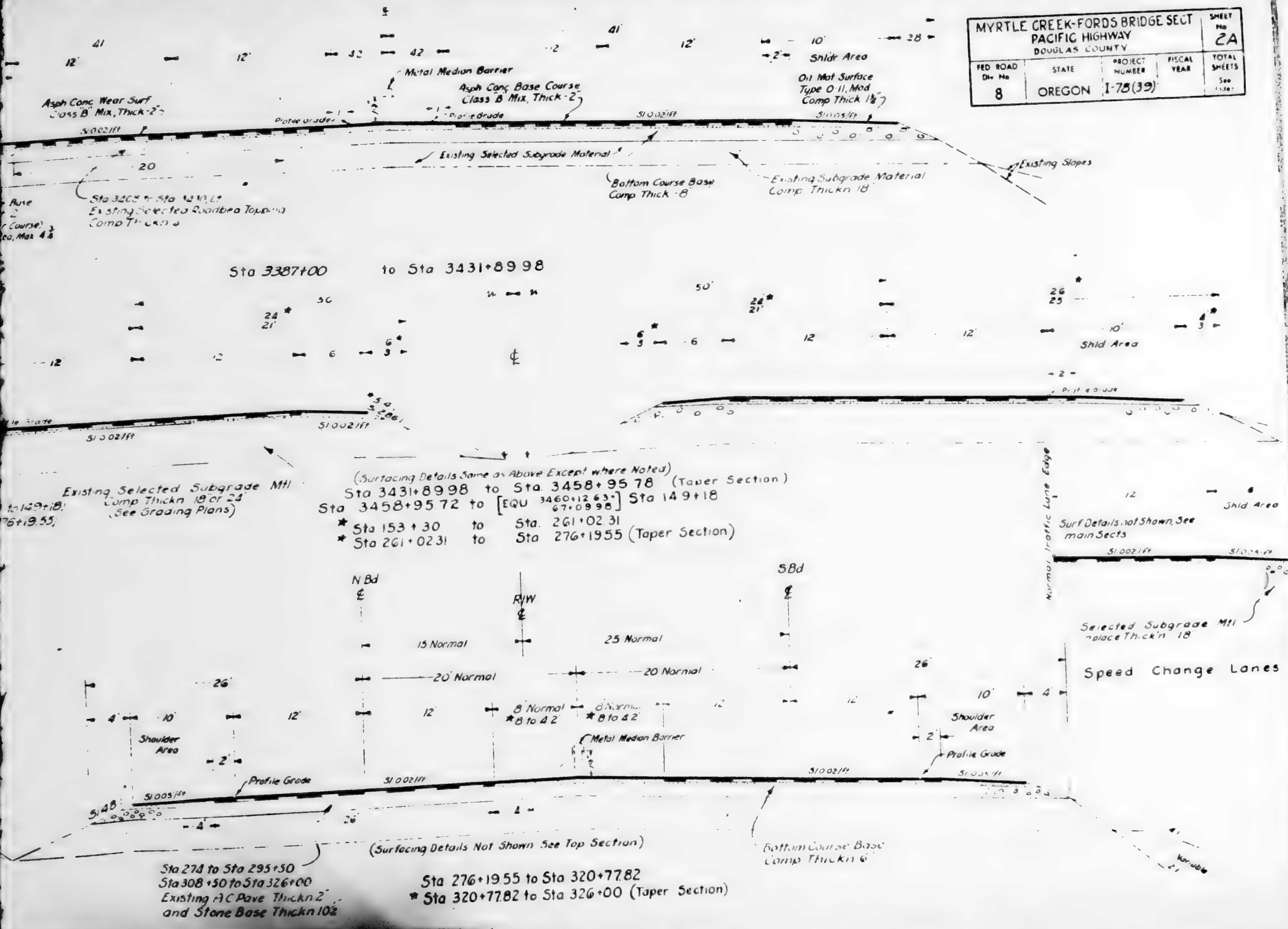
Sta 3387+00 to Sta 3431+89.98

(Surfacing Details Same as Above Except where Noted)
Sta 3431+89.98 to Sta 3458+95.78 (Taper Section)
Sta 3458+95.72 to [EQU 3460+12.63 = 67+09.98] Sta 149+18
★ Sta 153+30 to Sta 261+02.31
★ Sta 261+02.31 to Sta 276+19.55 (Taper Section)

(Surfacing Details Not Shown See Top Section)

Sta 276+19.55 to Sta 320+77.82
★ Sta 320+77.82 to Sta 326+00 (Taper Section)

MYRTLE CREEK-FORDS BRIDGE SECT PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No 2A
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-78(39)		See Index



Sta 3387+00 to Sta 3431+89.98

(Surfacing Details Same as Above Except where Noted)

Sta 3431+89.98 to Sta 3458+95.78 (Taper Section)

Sta 3458+95.72 to [EQU 3460+12.63 = 67+09.98] Sta 149+18

* Sta 153+30 to Sta. 261+02.31

* Sta 261+02.31 to Sta 276+19.55 (Taper Section)

Speed Change Lanes

(Surfacing Details Not Shown See Top Section)

Sta 276+19.55 to Sta 320+77.82

* Sta 320+77.82 to Sta 326+00 (Taper Section)

5119

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Myrtle Creek-[illegible] Highway Pacific County Douglas Prefix

Res. Engr. [illegible] Length of Project 6.25 approx. Miles. Sta. [illegible] to Sta. [illegible] Date [illegible]

TYPICAL SECTIONS [illegible] (Typical)

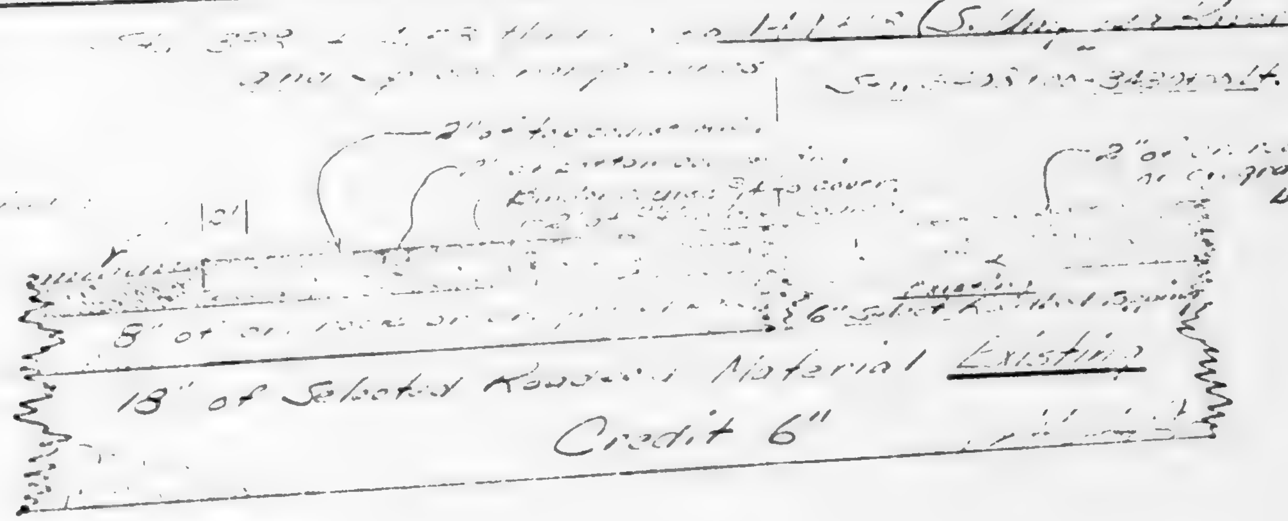
[illegible] Parkway

Original [illegible] Soil

33 % [illegible]

27 % Silt

Oil [illegible]


2" [illegible]
2" of [illegible] on [illegible] base.
8" of [illegible]
6" Select [illegible]
Existing
18" of Selected Roadway Material Existing
Credit 6"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Wear: New Work	
			4"	A.C.
			8	
		18" =	6"	Credit
20			20	

Typical Selected Subgrade Material.

Requirements

2.70 S.G.

6" Max. Size

31.5 % P.I.

47.2 Abrasion

A-1-a

Sheet 2 of

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Highway [illegible] County [illegible] Prefix

Res. Engr. [illegible] Length of Project ___ Miles. Sta. ______ to Sta. [illegible] Date [illegible]

TYPICAL SECTIONS [illegible]

Original Typical Soil
[illegible]
26 LL
7 PI
32 % Sand
32 % Silt
17 R Value

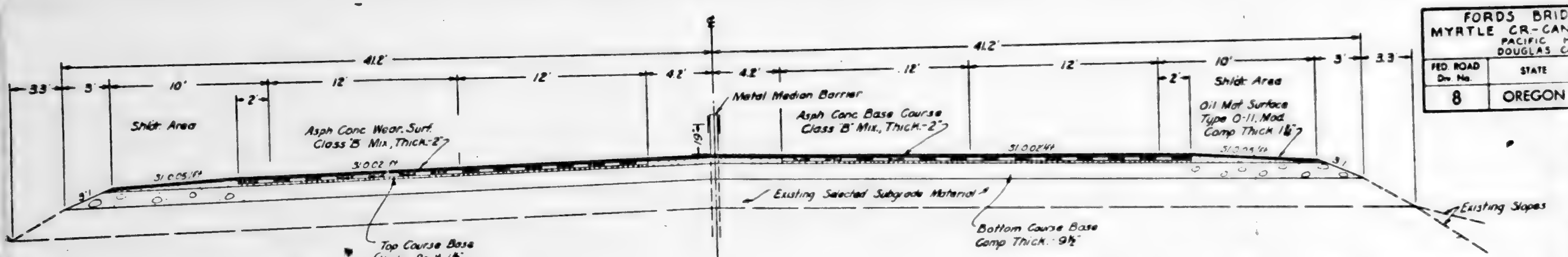
* Additional base to match existing roadway at Sta. 274 to 275+50, Rt., and 308+50 to [illegible] Rt.

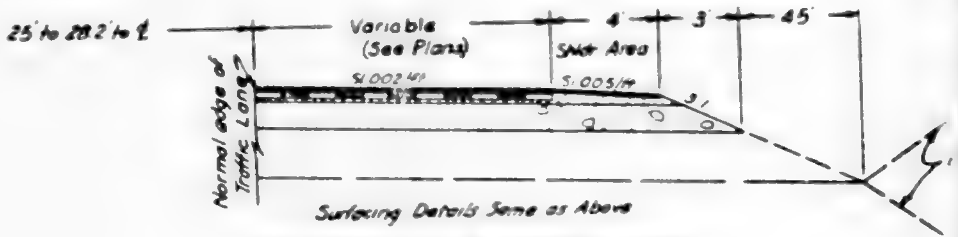
Typical Soil Test
Subgrade - Granite
Rock
43.6 % Abrasion
2.65 S.G.
22.4 Sodium Sulfate loss

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
[illegible]	[illegible]	[illegible]	[illegible]
4"			2"

A-1-6

FORDS BRIDG MYRTLE CR.-CANY PACIFIC H DOUGLAS CO	
FED. ROAD Div. No.	STATE
8	OREGON

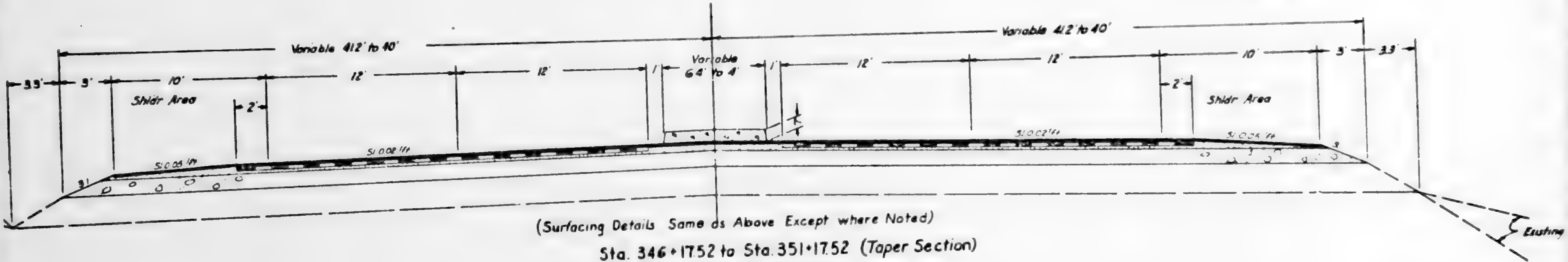




Sta. 326+00 to Sta. 346+17.52
Sta. 378+00 to Sta. 385+00
Sta. 385+00 to Sta. 389+00 (Taper Section)

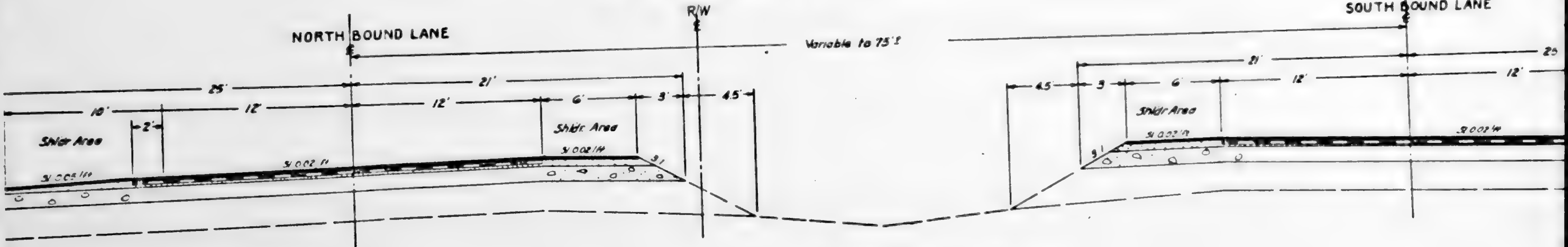
Surfacing Details Same as Above

Acceleration & Deceleration Lanes
(See Plans)



(Surfacing Details Same as Above Except where Noted)

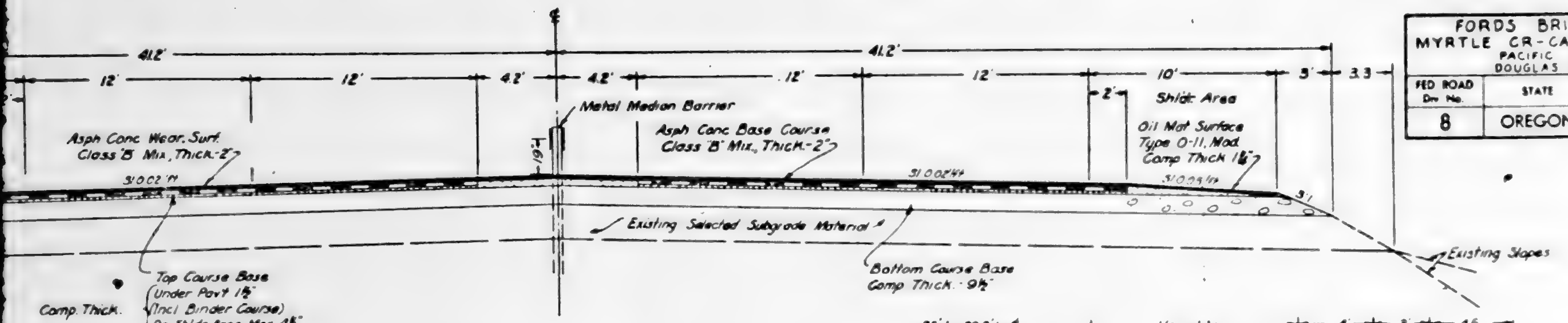
Sta. 346+17.52 to Sta. 351+17.52 (Taper Section)
Sta. 351+17.52 to Sta. 374+00
Sta. 374+00 to Sta. 378+00 (Taper Section)



(Surfacing Details Same as Above Except where Noted)

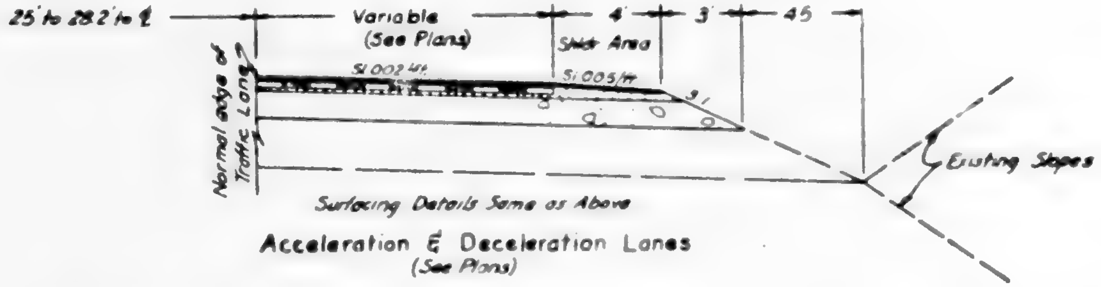
Sta. 389+00 to Sta. 398+00

FORDS BRIDGE UNIT MYRTLE CR-CANYONVILLE SECT. PACIFIC HWY DOUGLAS COUNTY				SHEET No 2A
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-78(33		See Index



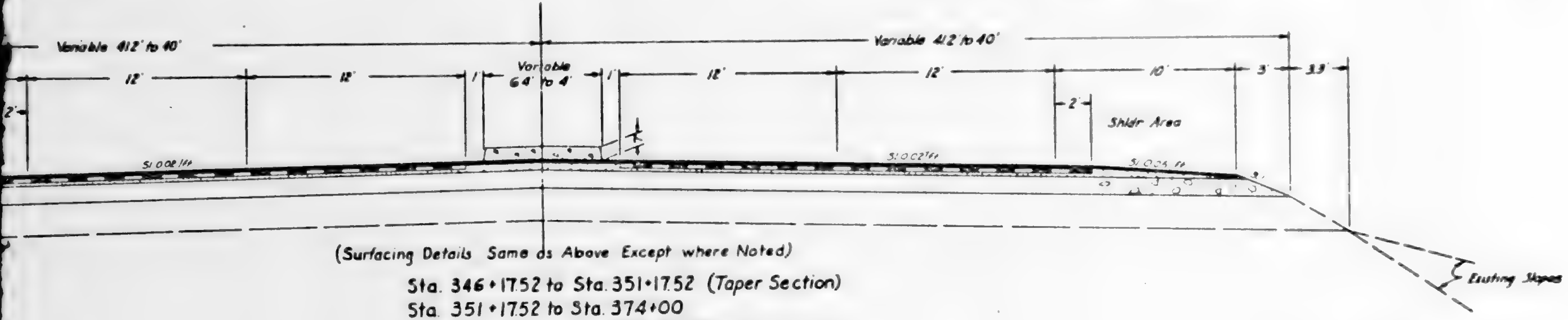
℄
41.2'
41.2'
12'
12'
4.2'
4.2'
12'
12'
2'
10'
3'
3.3
Shldr Area
Metal Median Barrier
19"
Asph Conc Wear. Surf. Class B Mix, Thick.-2"
Asph Conc Base Course Class "B" Mix., Thick.-2"
Oil Mat Surface Type O-11, Mod. Comp Thick 1½"
3/0.02'/ft
3/0.02'/ft
3/0.05'/ft
3:1
Existing Selected Subgrade Material
Existing Slopes
Top Course Base (Under Pav't 1½" (Incl Binder Course) On Shldr Area, Max. 4½"
Comp. Thick.
Bottom Course Base Comp Thick.- 9½"

Sta. 326+00 to Sta. 346+17.52
Sta. 378+00 to Sta. 385+00
Sta. 385+00 to Sta. 389+00 (Taper Section)



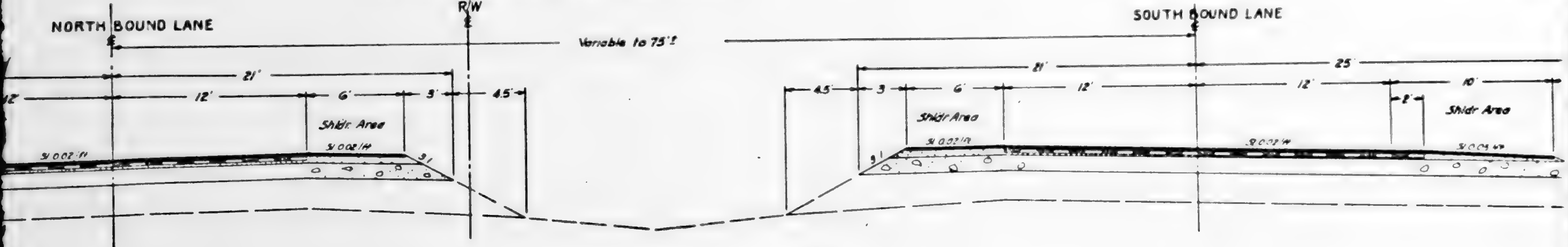
Surfacing Details Same as Above

Acceleration & Deceleration Lanes
(See Plans)



(Surfacing Details Same as Above Except where Noted)

Sta. 346+17.52 to Sta. 351+17.52 (Taper Section)
Sta. 351+17.52 to Sta. 374+00
Sta. 374+00 to Sta. 378+00 (Taper Section)



(Surfacing Details Same as Above Except where Noted)

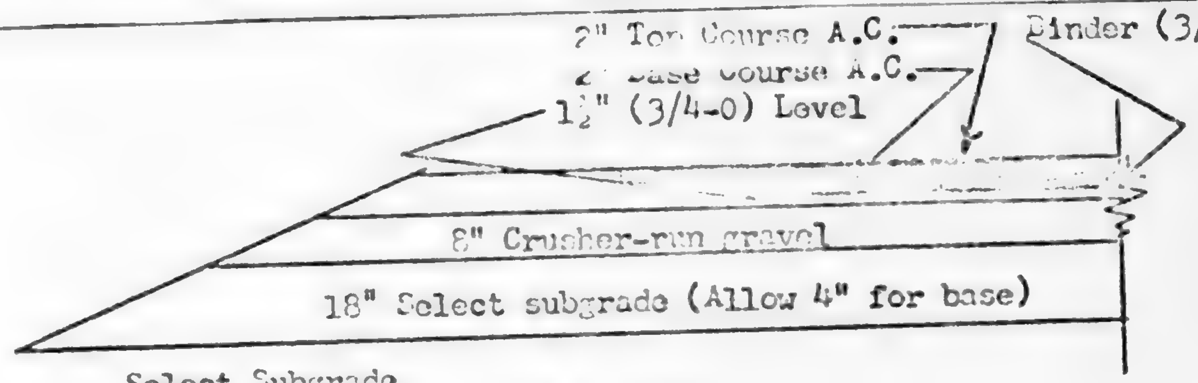
Sta. 389+00 to Sta. 398+00

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Fords Bridge Unit, Umpqua Bend Highway Pacific County Douglas Prefix 10-1413

Res. Engr. Jack Rowland Length of Project 2.27 Miles. Sta. 304+00 to Sta. 422+00 Date 5/26/55

TYPICAL SECTIONS Traffic ADT Trucks - 600, Classification-Very Heavy



Typical Subgrade Soil
Pass 200 = 40
LL = 27
PI = 8
Silt = 19
R = 23

Select Subgrade
Abrasion = 50.9 (304 to 306)
Sp. Gr. = 2.63 (373 to 415)

Degraded Material
LL = 21
PI = 0

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4"	A.C
			1½"	I
			8"	Base
			18"	Sub-base (Allow 4")
17"			17½	Total

NOTED RAY WERNER

Specify control on LL and fracture on #4 screen.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
1. 0.34 Mi. Rt. Sta. 327 (M.P. 226.2) Pacific Hwy.	210189	2.75	Gravel	4"	7.9	.8	14.5		25	0	Base & A.C.
2. 400' Rt. Sta. 271 (M.P. 225.3) Pacific Hwy.	278868	2.86	"	4½"	19.1	1.0	18.1		26	0	" "

Submitted by ______ Soils Engineer

Recommended by ______ Construction Engineer

Recommended by ______ Engineer of Materials

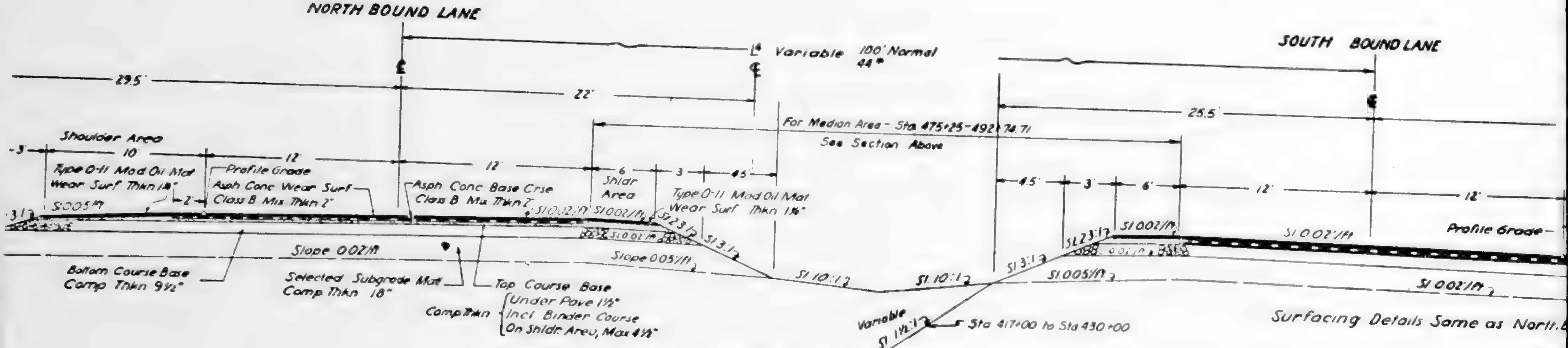
Approved by ______ Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

A-1-d

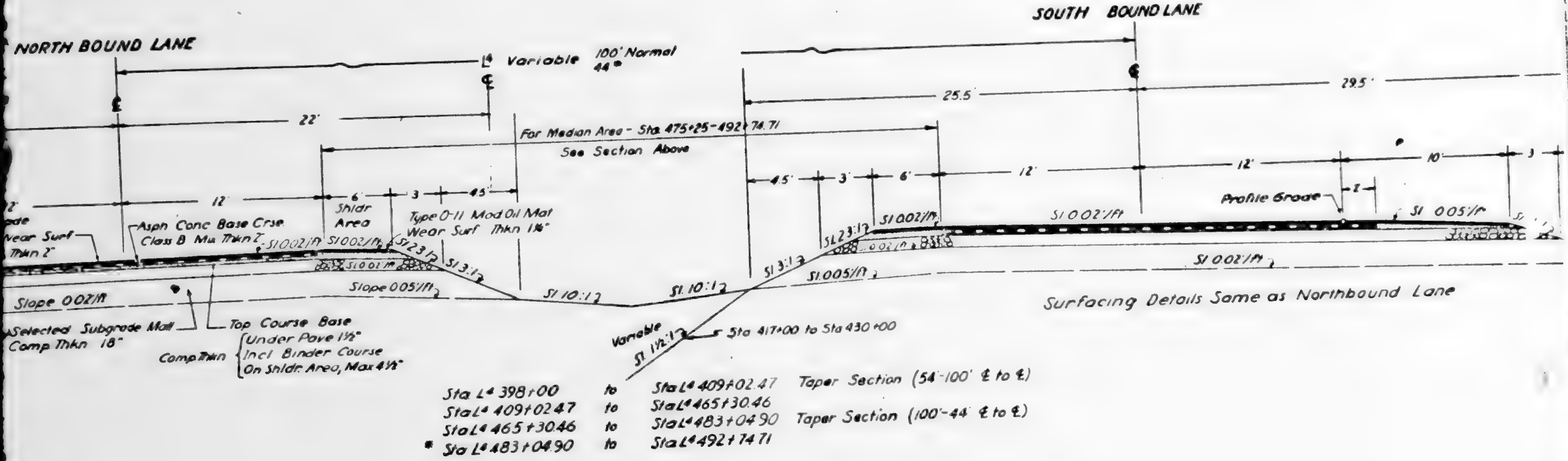
FORDS BR. - CA
MYRTLE CR. - C
PACIFIC
DOUGLA

FED. ROAD Div. No.	STATE
8	OREGON



Sta L⁴ 398+00 to Sta L⁴ 409+02.47 Taper Section (54'-100' ℄ to ℄)
Sta L⁴ 409+02.47 to Sta L⁴ 465+30.46
Sta L⁴ 465+30.46 to Sta L⁴ 483+04.90 Taper Section (100'-44' ℄ to ℄)
* Sta L⁴ 483+04.90 to Sta L⁴ 492+74.71

FORDS BR. - CANYONVILLE UNIT MYRTLE CR. - CANYONVILLE SECT. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-78 (32)		See Index

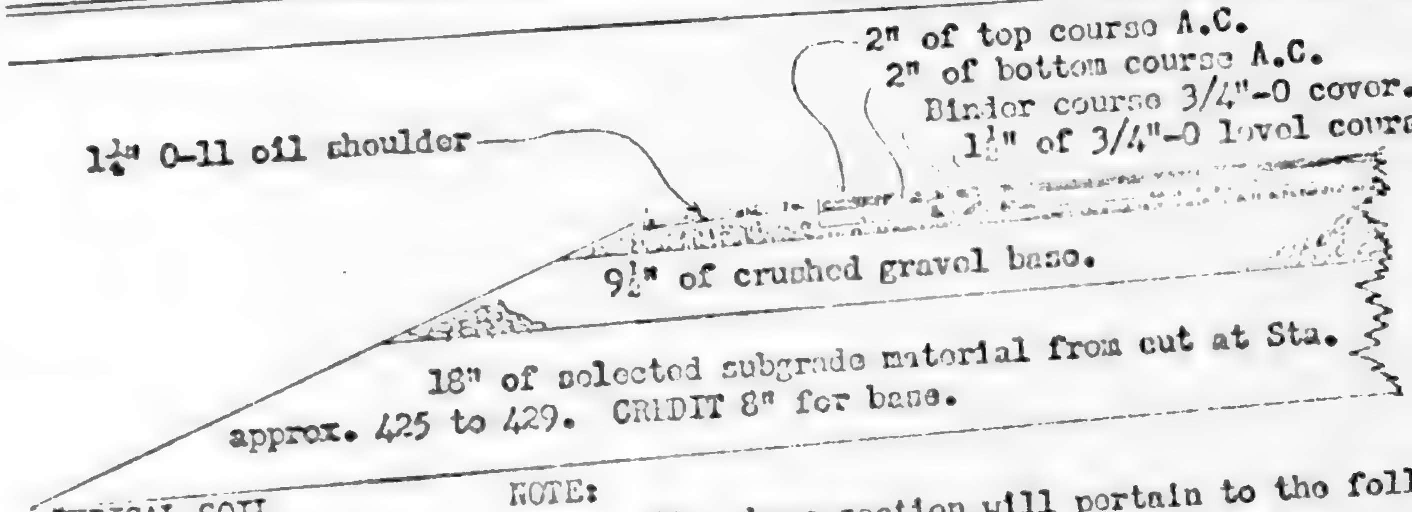


Sta L⁴ 398+00 to Sta L⁴ 409+02.47 Taper Section (54'-100' ℄ to ℄)
Sta L⁴ 409+02.47 to Sta L⁴ 465+30.46
Sta L⁴ 465+30.46 to Sta L⁴ 483+04.90 Taper Section (100'-44' ℄ to ℄)
* Sta L⁴ 483+04.90 to Sta L⁴ 492+74.71

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Ford Bridge - Canyonville
Highway Pacific
County Douglas
Prefix 10-1484
Date 7-17-56
Res. Engr. J. A. Rowland
Length of Project 1.84 Miles.
Sta. 393+00
to Sta. 492+74

TYPICAL SECTIONS ADT Trucks - 600 Traffic Classification - VII


2" of top course A.C.
2" of bottom course A.C.
Binder course 3/4"-0 cover.
1½" of 3/4"-0 level course.
1¼" 0-11 oil shoulder
9½" of crushed gravel base.
18" of selected subgrade material from cut at Sta.
approx. 425 to 429. CREDIT 8" for base.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4 1¼ 9½	
18" selected material -	subgrade CREDIT		8	For base
23			23	
"C" LINE 32+00 to 85+79				
			2 1½ 8	A.C.
11			11½	

TYPICAL SOIL

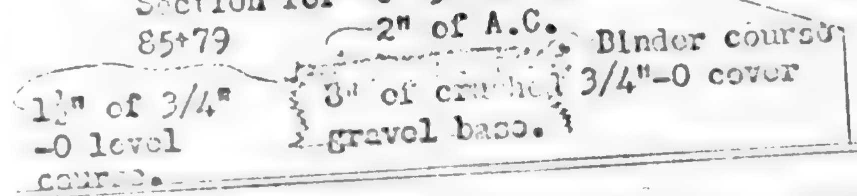
78	% Pass 200
32	LL
9	PI
32	% Silt
15	"R" Value

NOTE: The above section will pertain to the following for base and wear thickness, exception - see "D" line.

Main Roadway
"B" 93+00 to 106+00
"C" 0+00 to 32+00
"D" 412+50 to 435+50 (a temporary 0-11 oil mat with 2" of A.C. (to be placed at a later date.)

All speed change lanes.
"E" 7+50 to 12+50
"G" 59+15 to 67+00

Section for "C" 32+00 to 85+79


2" of A.C.
Binder course 3/4"-0 cover
1½" of 3/4"-0 level course.
8" of crushed gravel base.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
G.B. 300' lt, Sta. 431, M.P. (Old) 228.25, Pacific Hwy. (Dodge Bar - State Owned.)	179074	2.69	Gravel	4	19.1	3.2	18.2	1.8	22	0	Base and A.C.

Submitted by ________ Ass't Soils Engineer

Recommended by ________ Construction Engineer

Recommended by ________ Engineer of Materials

Approved by ________ Deputy State Highway Engineer

NOTED
RAY WEBBER

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Out
7-20-56

E-61—5M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Myrtle Creek - Fords Bridge (Overlay) Prefix No. 610-1903-910
Highway Pacific County Douglas
Contractor Warren Northwest Contract No. 5119 F.A. Project No.
Submitted by Lloyd Woolfe (Completed 5-15-59) Date Reported July 6, 1971
Page 1 of 2 Laboratory Charges $217.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Weaver Bar, ½ mi. S.W. Myrtle Cr. & in the SW ¼, Sec. 28, T. 29 S., R. 5 W.
Sampled at Surface of bar
To be used Macadam - Top Date received Sept. 14, 1970
Sampled by Lloyd Wolfe Quantity represented 250,000 cy.
Date Sampled Sept. 10, 1970

TEST RESULTS

Laboratory No. 941731 Type of material Gravel
Data Sheet No. A82067 Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	3	3	
3	14	17	
2	8	25	
1½	8	33	
1	16	49	
¾	10	59	
½	12	71	
3/8	7	78	
¼	6	84	
4	3	87	
10	4	91	
40	7	98	
80	1	99.5	
200	0.3	0.3	
-11 P200	0.2	0.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler 6.83 - A -
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss 1.14
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines %
Manufactured fines %
Liquid limit: Natural fines %
Manufactured fines %
Fracture %
Sand equivalent
Oregon degradation: Pass No. 20 18.60 %
Height 1.3 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.

Material as represented by the sample [illegible] specifications

The above test results indicate that the material represented satisfies our current Std. Specifications for durability and abrasion. Review of Cont. #5119 records show that base aggregate for the project does not satisfy our present gradation requirements. Ninety-six% of the tests indicate deficient ¼ - 10, excess Sand. Based on the gradation deficiency the stone base constructed in 1958 - 9 is of a 0.95 CTU quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Keasey
Resident Engineer
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X Parker

A-2

4-61—6M—1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project Interstate Overlay Need Study Fords Br. Unit
Highway Pacific
Contractor C. R. O'Neil
Submitted by Elliott Parker
Contract No. 4813
Completed 1957
Prefix No. 510-1903-910
County Douglas
F.A. Project No.
Date Reported August 13, 1973
Laboratory Charges $103.00

REPORT ON SAMPLE OF AGGREGATE

Source of material Lawson Bar, SE¼, SE¼, Sec. 19, T30S, R5W
To be used Pavement Evaluation
Sampled at Gravel Bar
Sampled by D. Petersen & W. Seal
Date received March 27, 1972
Date Sampled May 22, 1972
Quantity represented
Sample No. 1-4

TEST RESULTS

Laboratory No. 73-19314
Type of material Bar Run Gravel
Data Sheet No. A62349
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	3	3	
2	10	13	
1½	11	24	
1	17	41	
3/4	10	51	
1/2	11	62	
3/8	7	69	
1/4	7	76	
4	4	80	
10	8	88	
40	8	96	
80	3	99	
200	0.5	0.5	
P200	0.3	0.3	
P200 T-11	0.8		
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler A 18.36
Specific gravity (Le Chatelier) Bulk Gr. 2.64 SSD: 2.63
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss (c.a.) 1½-3/4 3.45
3/4-3/8 5.13
3/8-#4 5.34
Plasticity index: Natural fines NP %
Manufactured fines %
Liquid limit: Natural fines NP %
Manufactured fines %
Fracture %
Sand equivalent 60 %
Oregon degradation: Pass No 20 18.9 %
Height 1.9 in.
Strength test, per cent of standard mortar:
Compression %
Organic Material, color plate No.
Absorp. 1.52

Material as represented by this sample (does) (does not) comply with specifications Review of contract 4813 records and the above test results indicate that crushed aggregate base as constructed is of a 1.0 CBE quality.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer A. Shirley
Resident Engineer
Dist. Maint. Supt.
Geologist
Geology and Soils
Files
Boyle
Parker

John C. Jackson
Engineer of Materials

A-2-a

41-6M-1-44

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	Interstate Overlay Need Study Fords Br. - Canyonville	**Prefix No.**	610-1903-910
Highway	Pacific	**County**	Douglas
Contractor	C. R. O'Neil **Contract No.** 4825	**F A Project No.**	
Submitted by	Elliott Parker Completed 1957	**Date Reported**	August 14, 1973
		Laboratory Charges	$103.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Lauson Bar, SE¼, SE¼, Sec 19, T30S, R5W		
		Sampled at	Gravel Bar
To be used	Pavement Evaluation	**Date received**	March 27, 1972
Sampled by	D. Petersen & J. Beal	**Quantity represented**	
Date Sampled	March 22, 1972		
Sample No.	1-4		

TEST RESULTS

Laboratory No.	997898	**Type of material**	Bar Run Gravel
Data Sheet No.	462360	**Screen opening**	Square

GRANULOMETRIC ANALYSIS							
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing	Abrasion, per cent wear, Los Angeles Rattler	A 13.84		
				Specific gravity (Le Chatelier)	Bulk Dr. 2.64 SSD: 2.69		
				Unit weight, dry rodded, lbs. per cubic foot			
6	0	0		Unit weight, loose, lbs. per cubic foot			
5	9	9		Fineness factor			
4	13	22		Sodium sulfate test, per cent loss (c.a.)	1½-3/4	5.35	
3	13	35			3/4-3/8	5.73	
2	9	44			3/8-#4	6.47	
1½	6	50		Plasticity index: Natural fines	NP		%
1	8	58		Manufactured fines			%
3/4	4	62		Liquid limit: Natural fines	NP		%
1/2	6	68		Manufactured fines			%
3/8	3	71		Fracture			%
1/4	4	75		Sand equivalent	52		
4	3	78		Oregon degradation: Pass No. 20	16.9		%
10	8	86		Height	1.9		in.
40	12	98		Strength test, per cent of standard mortar:			
80	1	99		Compression			%
200	0.4	0.4		Organic Material, color plate No.			
P200	0.2	0.2		Absorp. 1.73			

P200 - T-11 [illegible]

Material as [illegible] of Contract 4825 records and the above test results indicate that crushed aggregate base as constructed is of a 1.0 C[illegible] quality.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer A. Shirley
- Resident Engineer
- Dist. Maint. Supt.
- Geologist
- X Geology and Soils
- X Files
- X Parker
- X Boyle

Engineer of Materials

A-2-b

E-63-1M-1-65

Page 1 of 2

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD
AC WEARING SURFACE
PAVEMENT EVALUATION - CORE TEST DATA

Laboratory No. 967241
Data Sheet No. A50352
Prefix 610-1903-910
Amount charge $470.00
Dept. Invoice No.
Date received Sept. 9, 1970
Date reported July 6, 1971

Project Myrtle Creek - Fords Bridge
Highway Pacific
Contractor Warren Northwest No. 5119 (Completed 5-15-59)
Submitted by F. W. Yarbrough
Source of material Weaver Bar, ½ mi. S.W. Myrtle Cr., S.W. ¼, Sec. 28, T. 29 S., R. 5 W.
Sampled or inspected at Existing pavement
To be used Class 'B' Asphalt Concrete
Sampled or inspected by Ken Parks, Sept. 9, 1970
Quantity represented Total project paving

Sample No.	52-1-T	52-2-T	52-3-T
Station	M.P. 212.01 SB	M.P. 216.105 SB	M.P. 214 N
Lane	O.W.T.	O.W.T.	O.W.T.
Test pavement thickness	1.7"	2.1"	2.0"
Overlay patch thickness	2.4"	-	1.3"
Gradation of cores			
Per cent ret. 1"	-	-	-
" " (¾" - 1/4")	34.5	40.9	43.8
" " (¼" - # 10)	27.0	23.6	21.7
" " (#10 - # 40)	22.5	19.5	18.1
" " (#40 - #200)	7.4	6.9	7.3
Pass #200	3.7	3.7	3.9
Asphalt content, per cent	4.9	5.4	5.2
Reclaimed asphalt, Pen. @ 77° F	12	15	16

Core, lane location						
Bulk sp. gravity in place	2.36	2.33	2.36	2.32	2.34	2.4
" " " recompacted	2.42	2.41	2.44	2.43	2.42	2.4
Per cent relative compaction	97.5	96.7	96.7	95.5	96.7	97.
Per cent voids in place	7.4	7.9	6.3	8.7	7.9	5.9
Per cent voids recompacted	5.1	4.7	3.2	4.3	4.7	3.5

REPORT TO:
0 Bureau of Public Roads
X0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X0 Division Engineer - Kessey
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X0 Files
X Geology & Soils
X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Review of Contract #5119 records indicate an average asphalt content for base & top asphaltic concrete of 5.3%. This agrees well with the above test results. The above test results, Mix Design #[illegible]17[illegible] and [illegible] tests indicate that the top lift of asphaltic concrete constructed in 1959 - 9 [illegible] of a 2.6 [illegible] quality.

A-3

E-60—5M—1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD
BASE ASPH. CONC.
PAVEMENT EVALUATION - CORE TEST DATA

Laboratory No. 967241
Data Sheet No. A50352
Prefix 610-1903-910
Amount charge
Dept. Invoice No.
Date received
Date reported

Project Myrtle Creek - Fords Bridge
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Sample No.	52-1-B		52-2-B		52-3-B	
Station	M.P. 212.01 SB		M.P. 216.105 SB		M.P. 214 N	
Lane	O.W.T.		O.W.T.		O.W.T.	
Test pavement thickness	2.0"		2.3"		2.4"	
Overlay patch thickness	-		-		-	
Gradation of cores						
Per cent ret. 1"	-		-		-	
" " (¾" - 1/4")	42.4		43.2		4.21	
" " (¼" - # 10)	23.2		23.3		24.4	
" " (#10 - # 40)	19.1		18.3		19.0	
" " (#40 - #200)	7.2		6.8		6.7	
Pass #200	3.2		3.3		2.8	
Asphalt content, per cent	4.9		5.1		5.0	
Reclaimed asphalt, Pen. @ 77° F	35		13		46	
Core, lane location	-	-	-	-	-	-
Bulk sp. gravity in place	2.38	2.40	2.32	2.32	2.35	2.4
" " " recompacted	2.45	2.48	2.43	2.41	2.43	2.4
Per cent relative compaction	97.1	96.8	95.5	96.3	96.7	96.
Per cent voids in place	6.3	6.2	8.3	8.3	7.1	5.9
Per cent voids recompacted	3.5	3.1	4.0	4.7	4.0	4.3

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

The above test results indicate that the base lift of the pavement is deficient [illegible].7 to [illegible].9%. Asphalt from Design #[illegible]1734, [illegible] 2. Void content of the recompacted cores is 1.5 - 2.7% higher than the design. Based on the asphalt content deficiency and high void content the base as constructed is of a [illegible].9 [illegible] quality.

Page 1 of 2

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Wearing Course

Laboratory No. 997170
Data Sheet No. A62341
Prefix 610-1903-910
Project Fords Bridge Sect.
Amount charge $329.00
Highway Pacific
Dept. invoice No.
Contractor C. R. O'Neil (Pave, Warren NW) No. 4813
Date received March 16, 1972
Submitted by Elliott Parker Completed 1957
Date reported August 13, 1973
Source of material Lawson Bar - So. Umpqua River
Sampled or inspected at Roadway
To be used Class "B" Top
Sampled or inspected by W. Beal
Quantity represented

Sample No.	341-12A-Top		341-12B-Top		341-12C-Top	
Station	MP(New)101.4		MP(New)100.9		MP(New)101.	
Lane	SB		NB		NB	
Test pavement, thickness	1.6"		1.6"		2.0"	
Overlay patch, thickness	-		-		-	
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (¾" - 1/4")	42.8				45.6	
" " (¼" - # 10)	23.3				19.1	
" " (#10 - # 40)	14.6				18.3	
" " (#40 - #200)	7.3				8.1	
(Pass #200)	5.6				3.7	
" Asphalt Content	6.4				5.2	
Reclaimed asphalt, Pen. @ 77° F	-		53		-	
Core lane location						
Bulk sp. gr., in place	2.43	2.44	2.46	2.45	2.46	2.45
Bulk sp. gr., recompacted	2.48	2.48	2.48	2.48	2.49	2.47
Per cent relative compaction	98.0	98.3	99.2	98.8	98.8	99.2
Per cent voids, in place	3.6	2.8	3.1	3.2	2.8	2.8
Per cent voids, recompacted	1.6	1.2	2.4	2.0	1.6	2.0

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer A. Shirley
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Test results show good retention of asphalt penetration, satisfactory asphalt content and low void content to provic high level pavement durability.

John C. [illegible] 4-5-6

[illegible]

Page 2 of 2

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 997170
Data Sheet No. A62341
Prefix 610-1903-910
Amount charge
Dept. invoice No.
Date received March 16, 1972
Date reported August 13, 1973

Project
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at
To be used Class "B" Base
Sampled or inspected by
Quantity represented

Sample No.	341-12A-Base		341-12B-Base		341-12C-Base	
Station	MP(New)101.4		MP(New)100.9		MP(New)101.7	
Lane	SB		NB		NB	
Test pavement, thickness	3.2"		2.1"		1.9"	
Overlay patch, thickness	-		-		-	
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (¾" - 1/4")	40.9				49.9	
" " (¼" - # 10)	22.2				15.1	
" " (#10 - # 40)	20.3				14.7	
" " (#40 - #200)	6.4				8.6	
(Pass #200)	4.4				5.8	
" Asphalt Content	5.8				5.9	
Reclaimed asphalt, Pen. @ 77° F	-		48		-	
Core lane location						
Bulk sp. gr., in place	2.39	2.42	2.38	2.37	2.42	2.42
Bulk sp. gr., recompacted	2.44	2.46	2.44	2.43	2.48	2.48
Per cent relative compaction	98.0	98.4	97.5	97.5	97.6	97.6
Per cent voids, in place	4.8	3.2	5.2	5.6	4.0	4.0
Per cent voids, recompacted	2.8	1.6	2.8	3.2	1.6	1.6

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

A-3-C

Page 1 of 2

2-5-51-1-3

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Wearing Course

Laboratory No. 997171
Data Sheet No. A62342
Prefix 610-1903-910
Amount charge $329.00
Dept. invoice No.
Date received March 16, 1972
Date reported August 14, 1973

Project Fords Br.-Canyonville
Highway Pacific
Contractor C.R. O'Neil (Pave.Warren NW) No. 4825
Submitted by Elliott Parker Completed 1957
Source of material Lawson Bar, S. Umpqua River
Sampled or inspected at Roadway (Pavement) To be used Class "B" A/C-Top
Sampled or inspected by W. Beal Quantity represented

Sample No.	342-14A-1-Top		342-14B-2-Top		342-14C-3-To	
Station	MP(New)100.6		MP(New)99.3		MP(New)99.0	
Lane	SB		SB		NB	
Test pavement, thickness	1.6"		1.6"		1.0"	
Overlay patch, thickness	-		-		1.0"	
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (¾" - 1/4")	43.4				37.4	
" " (¼" - # 10)	22.3				22.1	
" " (#10 - # 40)	16.9				18.8	
" " (#40 - #200)	7.0				11.1	
(Pass #200)	4.7				5.0	
" Asphalt Content	5.7				5.6	
Reclaimed asphalt, Pen. @ 77° F	-		41		-	
Core lane location						
Bulk sp. gr., in place	2.43	2.43	2.42	2.42	2.38	2.36
Bulk sp. gr., recompacted	2.49	2.49	2.49	2.48	2.47	2.45
Per cent relative compaction	97.6	97.6	98.0	97.6	96.4	96.3
Per cent voids, in place	4.7	4.3	4.3	3.6	5.6	5.2
Per cent voids, recompacted	2.4	2.0	2.4	1.2	2.0	1.6

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer A. Shirley
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results show good retention of asphalt penetration, satisfacto asphalt content and low void content to provide high level pavement durability.

C. J A-S-d

Page 2 of 2

6-55-[illegible]-1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 997171
Data Sheet No. A62342
Prefix 610-1903-910
Amount charge
Dept. Invoice No.
Date received March 16, 1972
Date reported August 14, 1973

Project
Highway
Contractor
No.
Submitted by
Source of material
Sampled or inspected at
To be used Class "B" A/C-Base
Sampled or inspected by
Quantity represented

Sample No.	342-14A-1-Base		342-14B-2-Base		342-14C-3-Bas	
Station	MP(New)100.6		MP(New)99.3		MP(New)99.0	
Lane	SB		SB		NB	
Test pavement, thickness	2.1"		2.0"		2.7"	
Overlay patch, thickness	-		-		-	
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (3/4" - 1/4")	45.6				38.3	
" " (1/4" - # 10)	21.2				21.5	
" " (#10 - # 40)	17.2				12.1	
" " (#40 - #200)	7.4				17.1	
(Pass #200)	3.4				4.9	
" Asphalt Content	5.2				6.1	
Reclaimed asphalt, Pen. @ 77° F	-		29		-	
Core lane location						
Bulk sp. gr., in place	2.40	2.38	2.40	2.38	2.38	2.35
Bulk sp. gr., recompacted	2.46	2.45	2.46	2:45	2.45	2.44
Per cent relative compaction	97.6	97.1	97.6	97.1	97.1	96.3
Per cent voids, in place	4.8	5.6	5.1	4.8	4.4	5.2
Per cent voids, recompacted	2.4	2.8	2.8	2.0	1.6	1.6

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

A-3-c

P[illegible] 2 of 2

OREGON STATE HIGH[illegible] DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

La[illegible]atory No. 941734
Data Sheet No. A-8[illegible]
Prefix 610-1[illegible]
Amount Charge
Date Received [illegible]
Date Reported July 6, 1971

Project Myrtle Cr. - Fords Bridge Mix Type-Class "B" [illegible]
Contractor: Prime [illegible] Contract No. [illegible], Fed. Aid No.
Completed [illegible]
Paving
Engineer: Region C.T. [illegible] Resident
Aggregate: Source S. [illegible] Myrtle Cr. Type [illegible]
Asphalt: Brand [illegible] Grade [illegible]

MIX DESIGN PROPORTIONS:

Agg. Size	Control No. [illegible]			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	Recommended Mix Proportions Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
S-Comb.	[illegible]								
1									
¾									
½	17.1			18.0	[illegible]	16.9	[illegible]		
3/8									
¼	27.9			[illegible]	[illegible]	[illegible]	27.5		
4	7.0			7.4	[illegible]	7.0	7.0		
10	15.0			[illegible]	[illegible]	14.9	14.9		
40	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]		
200	6.4			[illegible]	[illegible]	[illegible]	[illegible]		
P200	2.[illegible]			3.0	3.7	[illegible]	3.5		
Na-Ave.	[illegible]								
Asphalt Content Including 0.1 Absorption						5.2	5.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix type - [illegible]				
Bulk Sp. Gravity [illegible]	2.[illegible]	2.[illegible]		
Mix Design % Voids [illegible]	3.8	4.8		

MIX DESIGN TEST DATA:
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content [illegible]	[illegible]	5.0	5.5	6.0	6.5
" Film Thickness	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stability Value [illegible]	[illegible]	[illegible]	37	[illegible]	[illegible]
Cohesion [illegible]	278	[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Percent Voids [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Stability Value [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Percent Voids [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Real Gravity [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Effect [illegible]

Asphalt [illegible]	[illegible]	[illegible]	[illegible]
Index [illegible]	[illegible]	[illegible]	[illegible]

Review of contract [illegible] and reports [illegible] indicate that [illegible] in 1958 [illegible] Asphalt [illegible] lift is [illegible] void [illegible]

Engineer of Materials

A-4

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

Laboratory No. 19294
Data Sheet No. 62347
Prefix. 610-1923-910
Amount Charge 140-
Date Received 3/27/73
Date Reported August 13, 1973

Project Fords Bridge Section Mix Type-Class 'B' A/C
Contractor: Prime C.R. O'Neil Contract No. 4813 Fed. Aid No.
Paving Warren Northwest Completed 1957
Engineer: Region F.D. Morgan Resident J. Hagedorn
Aggregate: Source Lawson Bar S. Umpqua Riv. Type Gravel
Asphalt: Brand Chevron Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 4813 B.t. Ave.			Comb. Agg. Dry Sieve	RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex				
~~[illegible]~~.						Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.6								
½	17.4			19.1	19.1	18.1	17.9		
3/8				13.6	13.6	12.4	12.3		
¼	25.6			13.6	13.6	12.4	12.3		
4	8.2			8.7	8.7	8.2	8.2		
10	14.5			15.4	15.4	14.6	14.5		
40	17.6			18.8	18.3	17.3	17.6		
200	7.6			8.0	7.2	6.8	6.9		
P200	2.6			2.8	3.6	3.4	3.4		
~~Native~~. W. 5.7									
Asphalt Content including 0.1 retention						5.3	6.0		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Class	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity [illegible] Compaction	2.42	2.45		
Mix Design % Voids [illegible] Compaction	5.8	1.6		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content [illegible] Chevron 85/100	4.5	5.0	5.5	6.0	6.5
" Film Thickness	Ex-Sum	Sum	Sum	Sum-Th	Thick
Stability [illegible]	39	41	41	45	39
Cohesion	226	232	325	432	416
Bulk Sp. [illegible] Compaction	2.33	2.37	2.40	2.42	2.42
Percent Voids	7.5	5.7	4.4	2.8	2.0
Stability [illegible]	52	52	51	51	47
Bulk Sp. [illegible]	2.39	2.41	2.43	2.45	2.46
Percent Voids	6.3	4.7	3.2	1.6	0.8
Real Gravity [illegible]	2.55	2.53	2.51	2.49	2.47

Effect of [illegible]

Asphalt [illegible] Chevron 85/100	4.5	5.5	6.5
Index [illegible]	62	83	100

FWHA
X Construction
Maintenance
X Regional Engineer A. Shirley
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #4813 records, laboratory report #997170 and the above test results indicate that asphaltic concrete constructed in 1957 on the project is of a 2.0 CBE quality.

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Interstate overlay Need Study

Laboratory No. [illegible]19427
Data Sheet No. 62[illegible]
Prefix 610-[illegible]-[illegible]
Amount Charge [illegible]
Date Received 3/27/73
Date Reported August 14, 1973

Project Fords Bridge – Canyonville Mix Type-Class "B" A/C
Contractor: Prime C.R. O'Neil Contract No. 4825 Fed. Aid No.
Paving Warren Northwest Completed 1957
Engineer: Region F.D. Morgan Resident C.C. Gall
Aggregate: Source Lawson [illegible], So. Umpqua River Type Gravel
Asphalt: Brand Chevron Grade 85/100
MIX DESIGN PROPORTIONS: Test [illegible] from Contract #4513 [illegible]

Agg. Size	Contract No. 4513			Comb. Agg. Dry Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.S.S. Course
~~[illegible]~~b.	B. [illegible]								
1									
¾	0.6								
½	17.4			19.1	19.1	18.1	17.5		
3/8				13.6	13.5	12.9	12.8		
¼	25.6			13.6	13.[illegible]	12.4	12.8		
4	9.2			8.7	[illegible]	9.2	9.2		
10	14.5			15.4	15.4	14.6	14.5		
40	17.6			19.5	15.5	17.[illegible]	17.6		
200	7.[illegible]			5.0	7.2	6.9	6.8		
P200	2.[illegible]			2.8	3.6	3.4	3.4		
~~[illegible]~~ N/C 5.[illegible]									
Asphalt Content [illegible] 0.1 [illegible]						5.3	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type [illegible]	Wearing	Base	Shoulder	P.M.S.S.
Bulk Sp. [illegible]	2.42	2.45		
Mix Design % [illegible]	5.5	1.[illegible]		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed – 280°F
Resistance to Deformation and Cohesion: ([illegible])

Asphalt [illegible]	4.5	5.0	5.5	6.0	6.5
" Film [illegible]	[illegible]	Sl. [illegible]	[illegible]	[illegible]	[illegible]
Stability [illegible]	34	27	41	35	39
Cohesion	226	2[illegible]	[illegible]	292	[illegible]
Bulk Sp. [illegible]	2.3[illegible]	2.3[illegible]	[illegible]	2.42	2.4[illegible]
Percent [illegible]	7.5	5.1	[illegible]	2.9	2.2
Stability [illegible]	53	[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. [illegible]	2.3[illegible]	2.4[illegible]	2.43	2.45	[illegible]
Percent [illegible]	6.3	4.7	[illegible]	[illegible]	[illegible]
Real Gravity [illegible]	2.55	2.52	[illegible]	[illegible]	[illegible]

Effect [illegible]			
Asph[illegible] Chevron 85/100	[illegible]	[illegible]	[illegible]
Index [illegible]	1.2	[illegible]	[illegible]

FWHA
X Construction
Maintenance
X Regional Engineer A. Shirley
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of contract #4825 records, laboratory report #957171 and the above test results indicate that asphaltic concrete constructed in 1957 on the project is of a 2.0 CBE quality.

Engineer of Materials

2-2-6

Copy

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1971

SUBJECT:

To:

L. H. Young
Program & Planning Engineer
Office

Interstate Overlay Need
Study; Myrtle Creek-Fords
Bridge Section, I-5

Attached are test reports #941734 and #967241 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete constructed in 1958-9 on subject project. Review of our files for Contract #5119 and test results for the recently sampled pavement and pit run aggregate indicate a 0.95 CBE crushed aggregate base and a 1.9 and 2.0 CBE asphalt concrete pavement.

JOHN C. JENKINS
Engineer of Materials & Research

by

J E Wilson

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: F. D. Morgan
C. T. Keasey
C. J. Gragg

NOTED
R.D. [illegible]

RECEIVED
[illegible] 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TE

A-5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1973

SUBJECT: Interstate Overlay Need Study:
Fords Bridge Section of I-5

To: Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #997170. #73-19294 and #73-19314 which contain crushed base equivalent values (CBE) for stone base and asphaltic concrete as constructed in 1957 on subject project. Review of our files for Contract #4813 and test results for the recently sampled pit run aggregate indicate a 1.0 CBE aggregate base, 2.0 CBE asphaltic concrete.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Keasey
A. Shirley
C. J. Gregg
G. E. Doyle

A-5-C

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1973

SUBJECT: Interstate Overlay Need Study:
Fords Br.-Canyonville
Section of I-5

To: Victor D. Wolfe
Location Engineer
OFFICE

Attached are test reports #997171, #957898, #73-19427 which contain crushed base equivalent values (CBE) for stone base and asphaltic concrete as constructed in 1957 on subject project. Review of our files for Contract #4825 and test results for the recently sampled pit run aggregate indicate a 1.0 CBE aggregate base and 2.0 CBE asphaltic concrete.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: C. T. Massey
A. Shirley
C. J. Gregg
G. E. Boyle

A-5-b

TRAFFIC ANALYSIS

SECTION: Myrtle Creek - Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1958)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	2.5	288	202	450	90,900
3	115	2.5	288	202	1000	202,000
4	45	2.5	113	79	1250	98,750
5	535	2.5	1,338	937	3180	2,979,660
6	-	-	-	-	2570	-
	810		2,027	1,420	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,371,310

TWENTY YEAR EWL 67,426,200

TRAFFIC COEFFICIENT 11.1

TRAFFIC ANALYSIS

SECTION: Myrtle Creek-Fords Bridge
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4500 Present ADT (1958)
18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	2.5	288	202	450	90,900
3	115	2.5	288	202	1000	202,000
4	45	2.5	113	79	1250	98,750
5	535	2.5	1338	937	3180	2,979,660
6	---	---	---	---	2570	- - - -
				1420 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,371,310

SIX
~~TWENTY~~ YEAR EWL 20,227,860

TRAFFIC COEFFICIENT 9.6

TRAFFIC ANALYSIS

SECTION: FORDS BRIDGE

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	105	2.65	278	192	450	86,400
3	100	2.65	265	183	1000	183,000
4	40	2.65	106	73	1250	91,250
5	475	2.65	1259	867	3180	2,757,060
6	---	---	---	---	2570	- - - - -
				1315	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	3,117,710
TWENTY YEAR EWL	62,354,200
TRAFFIC COEFFICIENT	11.0

Page ______

TRAFFIC ANALYSIS

SECTION: Fords Bridge
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	105	2.65	278	192	450	86,400
3	100	2.65	265	183	1000	183,000
4	40	2.65	106	73	1250	91,250
5	475	2.65	1259	867	3180	2,757,060
6	---	----	----	---	2570	- - - - -

1315 TOTAL

TOTAL AVERAGE ANNUAL DESIGN EWL 3,117,710

~~TWENTY~~ FOUR YEAR EWL 12,470,840

TRAFFIC COEFFICIENT 9.1

A-6-C

TRAFFIC ANALYSIS

SECTION: FORDS BRIDGE - CANYONVILLE
HIGHWAY: Pacific (FAP 3)
COUNTY: Douglas

4,000 Present ADT (1956)
18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	105	2.6	273	189	450	85,050
3	100	2.6	260	180	1000	180,000
4	40	2.6	104	72	1250	90,000
5	475	2.6	1235	855	3180	2,718,900
6	---	---	---	---	2570	- - - - -
				1296 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 3,073,950
TWENTY YEAR EWL 61,479,000
TRAFFIC COEFFICIENT 11.0

TRAFFIC ANALYSIS

SECTION: Fords Bridge-Canyonville

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	105	2.6	273	189	450	85,050
3	100	2.6	260	180	1000	180,000
4	40	2.6	104	72	1250	90,000
5	475	2.6	1235	855	3180	2,718,900
6	---	---	----	---	2570	- - - - -
				1296	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,073,950

FOUR ~~TWENTY~~ YEAR EWL 12,295,800

TRAFFIC COEFFICIENT 9.1

Page

TRAFFIC ANALYSIS

SECTION: Fords Bridge-Canyonville
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4000 Present ADT (1956)
18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	105	2.6	273	189	450	85,050
3	100	2.6	260	180	1000	180,000
4	40	2.6	104	72	1250	90,000
5	475	2.6	1235	855	3180	2,718,900
6	---	---	----	---	2570	- - - - -
				1296	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,073,950
FOUR ~~TWENTY~~ YEAR EWL 12,295,800
TRAFFIC COEFFICIENT 9.1

rtle Creek - Fords Bridge
cific Highway
uglas County

		OUTSIDE LANE				OUTSIDE LANE	
	M.P.	O.W.T.	I.W.T.		M.P.	O.W.T.	I.W.T.
N.B.	216.0		0.012	N.B.	215.0		0.017
		0.010				0.017	
		0.009				0.015	
			0.011				0.013
		0.010				0.016	
		0.008				0.014	
			0.012				0.014
		0.012				0.017	
		0.010				0.016	
			0.010				0.015
S.B.	215.8		0.018	S.B.	214.7		0.020
		0.018				0.013	
		0.015				0.013	
			0.018				0.016
		0.017				0.016	
		0.014				0.012	
			0.014				0.023
		0.015				0.014	
		0.015				0.015	
			0.015				0.016

Myrtle Creek - Fords Bridge

Page 2

	M.P.	OUTSIDE LANE O.W.T.	I.W.T.
N.B.	214.2		0.011
		0.013	
		0.012	
			0.013
		0.012	
		0.012	
			0.012
		0.016	
		0.013	
			0.013
S.B.	213		0.027
		0.018	
		0.023	
			0.016
		0.025	
		0.020	
			0.026
		0.023	
		0.022	
			0.024
		0.022	

	M.P.	OUTSIDE LANE O.W.T.	I.W.T.
N.B.	213.2		0.018
		0.018	
		0.018	
			0.023
		0.020	
		0.017	
			0.017
		0.016	
		0.018	
			0.021
			0.017
S.B.	212.4		0.016
		0.020	
		0.024	
			0.020
		0.020	
		0.018	
			0.016
		0.016	
		0.026	
			0.018
		0.021	

A-7-a

Myrtle Creek - Fords Bridge

Page 8

		OUTSIDE LANE	
	M.P.	O.W.T.	I.W.T.
N.B.	211.6		0.018
		0.019	
		0.018	
			0.020
			0.016
		0.021	
		0.016	
			0.014
		0.015	
		0.018	
			0.013
S.B.	211.35		0.019
		0.017	
		0.018	
			0.024
		0.023	
		0.019	
			0.020
		0.020	
		0.020	
			0.020

		OUTSIDE LANE	
	M.P.	O.W.T.	I.W.T.
S.B.	211.35		0.020
		0.019	
		0.023	
			0.020
		0.022	
		0.021	
			0.018
		0.018	
		0.019	
			0.018
N.B.	210.6		0.014
		0.015	
		0.015	
			0.013
			0.013
		0.021	
		0.019	
			0.014
		0.015	
		0.015	
			0.017

A-7-b

FORDS BRIDGE

Pacific Highway (FAR 3)

Douglas County

OUTSIDE LANE

Mile Point	O.W.T.	I.W.T.
217.35 NB		
		0.026
	0.028	
	0.030	
		0.022
	0.024	
	0.025	
		0.019
	0.022	
	0.019	
		0.026
		0.025
216.90 SB		
		0.022
	0.020	
	0.016	
		0.021
	0.018	
	0.017	
		0.015
	0.018	
	0.016	
		0.022
	0.030	

A-7-c

FORDS BRIDGE - CANYONVILLE
Pacific Highway (FAR 3)
Douglas County

OUTSIDE LANE

Mile Point	O.W.T.	I.W.T.
219.45 SB		
		0.026
	0.030	
	0.030	
		0.024
	0.025	
	0.030	
		0.034
	0.031	
	0.027	
		0.021
		0.020
	0.021	
	0.026	
	0.025	
219.25 NB		
		0.021
	0.024	
	0.019	
		0.020
		0.022
	0.025	
		0.019
	0.020	
	0.022	
		0.022
	0.022	
218.90 SB		
		0.024
	0.018	
	0.017	
		0.012
	0.017	
	0.016	
		0.017
	0.016	
	0.015	
		0.012

A-7-d

FORDS BRIDGE - CANYONVILLE
Pacific Highway (FAR 3)
Douglas County

OUTSIDE LANE

Mile Point	O.W.T.	I.W.T.
218.25 NB		0.013
	0.011	
	0.011	
		0.018
	0.036	
	0.021	
		0.021
	0.016	
	0.016	
		0.016
217.70 SB		0.022
	0.021	
	0.019	
		0.024
	0.024	
	0.023	
		0.022
	0.018	
	0.017	
		0.018
		0.020

A-7-e

MYRTLE CREEK - FORDS BRIDGE
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
M.P. 216.05 NB Lt. 9'	3	0 - 6½"	AC													
		- 18½"	+1½"	73.1	39.7	14.3	8.4	21	1	18.8	15.2	23.76 1.1	76	5.0	A-1-a	Si.Sa.Gr.
		- 36"	+2"	88.1	57.2	18.8	9.2	20	0	46.3	----	----	77	3.5	A-1-a	Si.[illegible] Gr.
M.P. 215.80 SB Rt. 4'	10	0 - 4½"	AC													
		- 11"	2"	73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	5.8	A-1-a	Si.Sa.Gr.
		- 28"	3"	Compared to: 81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.Sa.Gr.
M.P. 215.50 NB Rt. 10'	11	0 - 5"	AC	Cracked												
		- 7½"	1½"	Compared to: 98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
		- 15"	2"	Compared to: 73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	----	A-1-a	Si.Sa.Gr.
		- 20"	3"	Compared to: 80.2	46.5	18.5	9.5	20	1	21.2	----	----	78	----	A-1-a	Si.S[illegible]
M.P. 215.20 SB Lt. 7'	9	0 - 4½"	AC													
		- 6"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
		- 11"	2"	73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	5.8	A-1-a	Si.Sa.Gr.
		- 28"	3"	Compared to: 81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.Sa.Gr.

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION	
															AASHO	Textural
M.P. 215.00 NB Lt. 4'	12	0 - 5"	AC	Patched												
		- 7"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 14"	2"	73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	----	A-1-a	Si. Gr.
		- 30"	3"	80.2	46.5	18.5	9.5	20	1	21.2	----	----	78	4.3	A-1-a	Si.S
M.P. 214.70 SB Rt. 6'	8	0 - 4½"	AC	Cracked												
		- 11½"	2"	80.7	47.1	17.2	8.7	23	2	22.9	NSM	19.30 1.2	77	4.1	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 26"	3"	81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.Sa.Gr.
M.P. 214.50 NB Rt. 6'	13	0 - 5"	AC													
				Compared to:												
		- 7"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	----	A-1-a	Si.S Gr.
				Compared to:												
		- 14"	2"	73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	----	A-1-a	Si.S
				Compared to:												
		- 28"	3"	80.2	46.5	18.5	9.5	20	1	21.2	----	----	78	----	A-1-a	Si.Sa.Gr.
M.P. 214.20 NB Lt. 7'	2	0 - 4"	AC	Cracked												
				Compared to:												
		- 8"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	----	A-1-a	Si.Sa.Gr.
		- 15"	1½"	79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	5.2	A-1-a	Si.Sa.Gr.
		- 26"	2"	85.5	44.2	13.2	6.0	18	0	51.7	28.9	17.60 0.9	63	3.3	A-1-a	Sa.Gr.

A-8-a

MYRTLE CREEK - FORDS BRIDGE

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
M.P. 215.00 NB Lt. 4'	12	0 - 5"	AC	Patched												
		- 7"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
		- 14"	2"	Compared to: 73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	----	A-1-a	Si. Gr.
		- 30"	3"	80.2	46.5	18.5	9.5	20	1	21.2	----	-----	78	4.3	A-1-a	Si.Sa .
M.P. 214.70 SB Rt. 6'	8	0 - 4½"	AC	Cracked												
		- 11½"	2"	80.7	47.1	17.2	8.7	23	2	22.9	NSM	19.30 1.2	77	4.1	A-1-a	Si.Sa.Gr.
		- 26"	3"	Compared to: 81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.Sa.Gr.
M.P. 214.50 NB Rt. 6'	13	0 - 5"	AC													
		- 7"	1½"	Compared to: 98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	----	A-1-a	Si.S Gr.
		- 14"	2"	Compared to: 73.7	39.1	14.5	8.2	25	5	18.7	15.0	20.47 1.2	75	----	A-1-a	Si.S .
		- 28"	3"	Compared to: 80.2	46.5	18.5	9.5	20	1	21.2	----	-----	78	----	A-1-a	Si.Sa.Gr.
M.P. 214.20 NB Lt. 7'	2	0 - 4"	AC	Cracked												
		- 8"	1½"	Compared to: 98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	----	A-1-a	Si.Sa.Gr.
		- 15"	1½"	79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	5.2	A-1-a	Si.Sa.Gr.
		- 26"	2"	85.5	44.2	13.2	6.0	18	0	51.7	28.9	17.60 0.9	63	3.3	A-1-a	Sa.Gr.

A-8-0

MYRTLE CREEK - FORDS BRIDGE

Page 3

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION	
															AASHO	Textural
M.P. 214.10 SB Lt. 6'	7	0 - 5½"	AC													
		- 11"	2"	80.7	47.1	17.2	8.7	23	2	22.9	NSM	19.30 1.2	77	4.1	A-1-a	Si.Sa.Gr.
		- 28"	3"	Compared to: 81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.[illegible] Gr.
M.P. 213.70 NB Rt. 8'	3	0 - 5"	AC													
		- 6½"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
		- 15"	1½"	79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	5.2	A-1-a	Si.Sa.Gr.
		- 30"	2"	Compared to: 85.5	44.2	13.2	6.0	18	0	51.7	28.9	17.60 0.9	63	----	A-1-a	Sa.Gr.
M.P. 213.60 SB Rt. 10'	6	0 - 5½"	AC	Cracked												
		- 13"	1½"	Compared to: 79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	----	A-1-a	Si.Sa.Gr.
		- 30"	3"	Compared to: 81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	----	A-1-a	Si.S[illegible]
M.P. 213.20 NB Lt. 6'	4	0 - 4½"	AC	Cracked												
		- 6"	1½"	Compared to: 98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	----	A-1-a	Si.Sa.Gr.
		- 12"	1½"	Compared to: 79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	----	A-1-a	Si.Sa.Gr.
		- 28"	2"	Compared to: 85.5	44.2	13.2	6.0	18	0	51.7	28.9	17.60 0.9	63	----	A-1-a	Sa.Gr.

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MYRTLE CREEK - FORDS BRIDGE

Page 4

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
M.P. 213.10 SB Lt. 6'	5	0 - 5"	AC													
		- 7"	1½"	98.4	51.6	16.0	8.0	20	0	20.9	----	17.03 1.0	82	6.6	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 14"	1½"	79.9	46.3	18.6	7.8	23	2	18.7	NSM	NSM	59	----	A-1-a	Si.Sa.Gr.
		- 35"	3"	81.0	43.9	13.0	6.0	18	0	----	37.6	21.90 1.2	84	4.0	A-1-a	Si.Sa.Gr.
M.P. 212.60 NB Lt. 8'	4	0 - 4"	AC	Cracked, rutted												
		- 15"	1"	81.5	48.5	21.4	11.2	21	1	13.9	15.1	22.24 1.5	76	5.2	A-1-a	Si.Sa.Gr.
		- 36"	1"	99.2	86.9	29.0	15.1	22	2	31.1	----	----	49	4.5	A-1-b	Gr.Si.Sa.
M.P. 211.35 SB Rt. 8'	4	0 - 4"	AC	Alligatored, rutted												
		- 5½"	Level		No test											
		- 13"	1½"	84.9	47.6	19.4	9.8	20	0	20.2	16.5	17.29 1.1	77	4.5	A-1-a	Si.Sa.Gr.
		- 36"	3/4"	99.8	91.6	29.8	16.2	24	6	17.5	----	----	64	5.3	A-1-b	Sand

A-8-c

FORDS BRIDGE
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
217.40 SB Lt. 5'	3	0 - 2"	AC	Top	Fair,	dry, soft.										
		- 5"	AC	Base and binder poor, degrading and dry aggregate.												
		- 15"	2"	60.7	32.9	10.7	5.6	23	2	——	17.39	23.36 1.3	87	9.2	A-1-a	Si. Gr.
				Compared to:												
		- 30"	3"	85.8	55.4	20.7	10.9	20	1	——	57.5	37.95 3.2	76	4.7	A-1-a	Si.Sa.Gr.
217.20 NB Rt. 6'	4	0 - 2"	AC	Top, fair, dry and soft.												
		- 4½"	AC	Base and binder fair, dry and soft.												
		- 13"	2"	60.7	32.9	10.7	5.6	23	2	——	17.39	23.36 1.3	87	9.2	A-1-a	Si.Sa.Gr.
		- 30"	3"	87.5	58.8	24.8	13.3	19	0	——	——	——	70	5.8	A-1-a	Si.Sa.Gr.
216.90 SB Rt. 7'	2	0 - 1"	Patch													
		- 33/4"	AC	Top Fair, dry, soft.												
		- 5½"	AC	Base and binder fair.												
				Compared to:												
		- 17"	2"	60.7	32.9	10.7	5.6	23	2	——	17.39	23.36 1.3	87	——	A-1-a	Si.Sa.Gr.
		- 36"	3"	85.8	55.4	20.7	10.9	20	1	——	57.5	37.95 3.2	76	4.7	A-1-a	Si.Sa.Gr.

A-8-d

FORDS BRIDGE

Page 2

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Dog.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
216.60 NB Lt. 10'	5	0 - 2"	AC	top good												
		- 5"	AC	Base and binder good												
				Compared to:								23.36				
		- 16"	2"	60.7	32.9	10.7	5.6	23	2	——	17.39	1.3	87	——	A-1-a	Si Gr.
				Compared to:								14.01				
		- 30"	+4"	56.5	32.9	11.0	5.3	23	0	——	17.1	0.9	82	——	A-1-a	Si.Sa.Gr.
216.30 SB Rt. 6'	1	0 - 2"	AC	Top fair												
		- 5½"	Base and binder fair													
				Compared to:								23.36				
		- 15"	2"	60.7	32.9	10.7	5.6	23	2	——	17.39	1.3	87	——	A-1-a	Si.Sa.Gr.
												14.01				
		- 36"	+4"	56.5	32.9	11.0	5.3	23	0	——	17.1	0.9	82	6.2	A-1-a	Si.Sa.Gr.

A-8-e

FORDS BRIDGE - CANYONVILLE
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATI	
															AASHO	Textural
M.P. 217.70 SB Rt. 9'	1	0 - 4"	AC	Bad traffic grooving												
		- 5½"	1"-0	Level	no test											
		- 13"	+1"	80.2	47.6	17.3	8.3	19	0	27.2	13.5	19.87 0.9	83	4.7	A-1-a	Sl.S
		- 24"	+2"	93.6	73.9	30.1	15.4	18	0	40.4	——	29.42 1.4	81	5.0	A-1-b	Gr.
M.P. 217.75 NB Rt. 6'	5	0 - 4½"	AC	Poor - Degrading - Base uncoated with asphalt, very poor, dry, soft												
		- 14"	2"	Compared to: 61.6	29.8	10.8	5.4	21	0	21.2	14.0	22.33 1.2	82	——	A-1-	
		- 30"	3"	Compared to: 74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	——	A-	
M.P. 218.25 NB Lt. 10'	4	0 - 5"	AC	Soft and dry												
		- 15"	2"	Compared to: 61.6	29.8	10.8	5.4	21	0	21.2	14.0	22.33 1.2	82	——		
		- 43"	2"	91.7	62.3	31.2	20.9	50	2	——	——	——	67	22.6	A-1-b	
M.P. 218.30 SB Lt. 6'	6	0 - 4½"	AC	Poor - large aggregate uncoated, poor, dry, and degrading												
		- 12"	2"	70.2	36.4	12.6	6.2	23	3	21.7	NSM	22.01 1.1	79	5.1	A-1-a	Sl.Sa.Gr.
		- 18"	3"	Compared to: 74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	——	A-1-a	Sl.Sa.Gr.

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FORDS BRIDGE - CANYONVILLE

Page 2

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATI AASHO	Textural
M.P. 218.75 NB Rt. 9'	3	0 - 5"	AC	Soft and dry												
		- 14"	2"	61.6	29.8	10.8	5.4	21	0	21.2	14.0	22.33 1.2	82	3.4	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 31"	3"	74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	——	A-1-a	Si.Sa.Gr.
M.P. 218.90 SB Rt. 6'	7	0 - 6"	AC	Patched - cracked - degrading, soft and dry												
		- 9"	AC	Poor - degrading and soft												
		- 15"	2"	70.2	36.4	12.6	6.2	23	3	21.7	NSM	22.01 1.1	79	5.1	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 34"	3"	74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	——	A-1-a	Si.Sa.Gr.
M.P. 219.25 NB Lt. 6'	2	0 - 4"	AC	Very poor - cracked, dry, and degrading												
		- 12"	2"	61.6	29.8	10.8	5.4	21	0	21.2	14.0	22.33 1.2	82	3.4	A-1-a	Si.Sa.Gr.
		- 33"	3"	74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	3.9	A-1-a	Si.Sa.Gr.
M.P. 219.45 SB Lt. 8'	8	0 - 5½"	AC	Poor - dry, soft, and degrading												
				Compared to:												
		- 11"	2"	70.2	36.4	12.6	6.2	23	3	21.7	NSM	22.01 1.1	79	——	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 28"	3"	74.9	44.8	15.1	7.1	18	0	——	36.4	23.90 1.5	71	——	A-1-a	Si.Sa.Gr.

A-8-9

TRAFFIC ANALYSIS
1958 - 1978
TWENTY YEAR DESIGN PERIOD

SECTION: Myrtle Creek-Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4500 Present ADT (1958)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	115	2.5	288	202	38.25	7,726.50
3	115	2.5	288	202	81.76	16,515.52
4	45	2.5	113	79	105.30	8,318.70
5	535	2.5	1338	937	257.76	241,521.12
6	0	---	---	---	213.96	- - - - -
				1420 TOTAL		

18 kip s.a./day	750.909
TOTAL AVERAGE ANNUAL 18 kip s.a.	274,081.84
TWENTY YEAR 18 kip s.a.	5,481,637
RATIO	12.300
TWENTY YEAR EWL	67,426,200

TRAFFIC ANALYSIS

1959 - 1966

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Myrtle Creek-Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4500 Present ADT (19 58)

18 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1959	*EXPANSION FACTOR*	*TOTAL TADT* 1966	*MEAN TADT* 1959-1966	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	124		184	154	38.25	5,890.50
3	124		184	154	81.76	12,591.04
4	48		72	60	105.30	6,318.00
5	575		856	716	257.76	184,556.16
6	0		---	---	213.96	- - - - -
				1084 TOTAL		

18 kip s.a./day 573.577

(1959-1966) TOTAL AVERAGE ANNUAL 18 kip s.a. 209,355.70

Total (1959-1966) SEVEN ~~TWENTY~~ YEAR 18 kip s.a. 1,465,490

RATIO

TRAFFIC ANALYSIS
1959 - 1966
OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Myrtle Creek-Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4500 Present ADT (1958)

18 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1959	*EXPANSION FACTOR*	*TOTAL TADT* 1966	*MEAN TADT* 1959-1966	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	124		184	154	38.25	5,890.50
3	124		184	154	81.76	12,591.04
4	48		72	60	105.30	6,318.00
5	575		856	716	257.76	184,556.16
6	0		---	---	213.96	- - - - -
				1084 TOTAL		

	18 kip s.a./day	573.577
(1959-1966)	TOTAL AVERAGE ANNUAL 18 kip s.a.	209,355.70
Total (1959-1966)	SEVEN ~~TWENTY~~ YEAR 18 kip s.a.	1,465,490
	RATIO	

TRAFFIC ANALYSIS
1959 - 1978
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Myrtle Creek-Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4500 Present ADT (1958)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1959	EXPANSION FACTOR	TOTAL TADT 1978	MEAN TADT 1959-1978	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	124		288	206	38.25	7,879.50
3	124		288	206	81.76	16,842.56
4	48		113	81	105.30	8,529.30
5	575		1338	957	257.76	246,676.32
6	0		---	---	213.96	- - - - -
				1450 TOTAL		

18 kip s.a./day 766.925

(1959-1978) TOTAL AVERAGE ANNUAL 18 kip s.a. 279,927.68

Total (1959-1978) NINETEEN ~~TWENTY~~ YEAR 18 kip s.a. 5,318,626

RATIO

TRAFFIC ANALYSIS
1956 - 1976
TWENTY YEAR DESIGN PERIOD

SECTION: Fords Bridge
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4000 Present ADT (1956)
18 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	105	2.65	278	192	38.25	7,344.00
3	100	2.65	265	183	81.76	14,962.08
4	40	2.65	106	73	105.30	7,686.90
5	475	2.65	1259	867	257.76	223,477.92
6	0	----	---	---	213.96	- - - - -
				1315 TOTAL		

18 kip s.a./day	694.441
TOTAL AVERAGE ANNUAL 18 kip s.a.	253,470.90
TWENTY YEAR 18 kip s.a.	5,069,418
RATIO	12.300
TWENTY YEAR EWL	62,354,200

TRAFFIC ANALYSIS
1958 - 1961
OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1958	EXPANSION FACTOR	TOTAL TADT 1961	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	122		148	135	38.25	5,163.75
3	117		141	129	81.76	10,547.04
4	47		57	52	105.30	5,475.60
5	553		671	612	257.76	157,749.12
6	0		---	---	213.96	- - - - -
				928 TOTAL		

18 kip s.a./day 490.234

(1958-1961) TOTAL AVERAGE ANNUAL 18 kip s.a. 178,935.51

Total (1958-1961) THREE ~~TWENTY~~ YEAR 18 kip s.a. 536,807

RATIO

TRAFFIC ANALYSIS
1958 - 1976
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Fords Bridge

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
	1958		1976			
2	122		278	200	38.25	7,650.00
3	117		265	191	81.76	15,616.16
4	47		106	77	105.30	8,108.10
5	553		1259	906	257.76	233,530.56
6	0		---	---	213.96	- - - - -
				1374 TOTAL		

18 kip s.a./day 725.767

(1958-1976) TOTAL AVERAGE ANNUAL 18 kip s.a. 264,904.82

Total (1958-1976) ~~TWENTY~~ EIGHTEEN YEAR 18 kip s.a. 4,768,287

RATIO

A-9-C

TRAFFIC ANALYSIS
1956 - 1976
TWENTY YEAR DESIGN PERIOD

SECTION: Fords Bridge-Canyonville
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	105	2.6	273	189	38.25	7,229.25
3	100	2.6	260	180	81.76	14,716.80
4	40	2.6	104	72	105.30	7,581.60
5	475	2.6	1235	855	257.76	220,384.80
6	0	---	---	---	213.96	- - - - -
				1296 TOTAL		

18 kip s.a./day 684.692

TOTAL AVERAGE ANNUAL 18 kip s.a. 249,912.45

TWENTY YEAR 18 kip s.a. 4,998,249

RATIO 12.300

TWENTY YEAR EWL 61,479,000

TRAFFIC ANALYSIS

1958 - 1961

OPENING YEAR TO YEAR PAVEMENT REACHED P_t=2.5

SECTION: Fords Bridge-Canyonville

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4000 Present ADT (1956)

18 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1958	EXPANSION FACTOR	TOTAL TADT 1961	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	122		147	135	38.25	5,163.75
3	116		140	128	81.76	10,465.28
4	46		56	51	105.30	5,370.30
5	551		665	608	257.76	156,718.08
6	0		---	---	213.96	- - - - -

922 TOTAL

18 kip s.a./day 486.897

(1958-1961) TOTAL AVERAGE ANNUAL 18 kip s.a. 177,717.41

Total (1958-1961) ~~TWENTY~~ THREE YEAR 18 kip s.a. 533,152

RATIO

A-9-9

TRAFFIC ANALYSIS
1958 - 1976
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Fords Bridge-Canyonville
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

4000 Present ADT (19 56)

18 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1958	*EXPANSION FACTOR*	*TOTAL TADT* 1976	*MEAN TADT*	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	122		273	198	38.25	7,573.50
3	116		260	188	81.76	15,370.88
4	46		104	75	105.30	7,897.50
5	551		1235	893	257.76	230,179.68
6	0		---	---	213.96	- - - - -
				1354 TOTAL		

18 kip s.a./day 715.128

(1958-1976) TOTAL AVERAGE ANNUAL 18 kip s.a. 261,021.56

Total (1958-1976) EIGHTEEN ~~TWENTY~~ YEAR 18 kip s.a. 4,698,388

RATIO

1-5

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 21, 1974

FROM: Adele L. Egan ALE
Right of Way Office Manager

SUBJECT: File 47833
Myrtle Creek-Canyonville Sec.
Douglas County

TO: Mr. J. H. Versteeg
Design Engineer

BUILDING

Attn: Mr. Floyd O. Scott

The Resident Engineer advises that the proposed acquisition will not be required and the Region Office has confirmed that the file can be canceled.

File No.	Name	Area
47833	Turpin, Ellery E. & Electa O.	0.02 acre ±

AE
nn
cc:
A. Shirley, Region Engineer
L. W. Riley, R/W Supervisor
Title
Appraisal
Frank Lowe
A. Riveness

1 ✓

2

FORM 8 9

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE February 5, 1974

TO L. W. Riley
Regional R/W Supervisor

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Files 47796 and 47797
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

On January 22 Dick Wilson wrote you outlining a water line problem over the files 47796 and 47797 to serve the owners of 47796 and the McGinty's on an adjacent property.

Mr. Scott and I have discussed this with Mr. Viducich and, as the vesting deeds for the owners of 47796 include the easement to serve the McGinty property, Mr. Viducich does not believe that an additional file is necessary. Any agreement with the McGintys would be part of the other files.

JRO:H

cc A. J. Viducich
Floyd Scott ✓

1 ✓

2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE	January 29, 1974
TO	MEMORANDUM TO THE FILE
FROM	D N Stoudenmeyer Donald N. Stoudenmeyer, Preliminary Design Supervisor
SUBJECT	Yokum Interchange Myrtle Creek-Canyonville Pacific Highway Douglas County

Referring to the article in the Roseburg News Review. The only Mobil Station I can locate on the subject job is at the Yokum Interchange about one mile north of Canyonville (See map attached). The station presently has almost direct access to the freeway. In the future the station will be on a frontage road some 200' away from our proposed ramp terminals.

This location is no worse than many in existence that continue in business.

DNS:jh

1/2

Leadership?

To The Editor:

I gassed my car today at the Mobil Station in Canyonville. The owner, Mr. Carpenter, said he is to be put out of business in one month, "By the state to make room for a 70-mile-per-hour highway."

It appears to me we need a fast highway like we need a hole in the head.

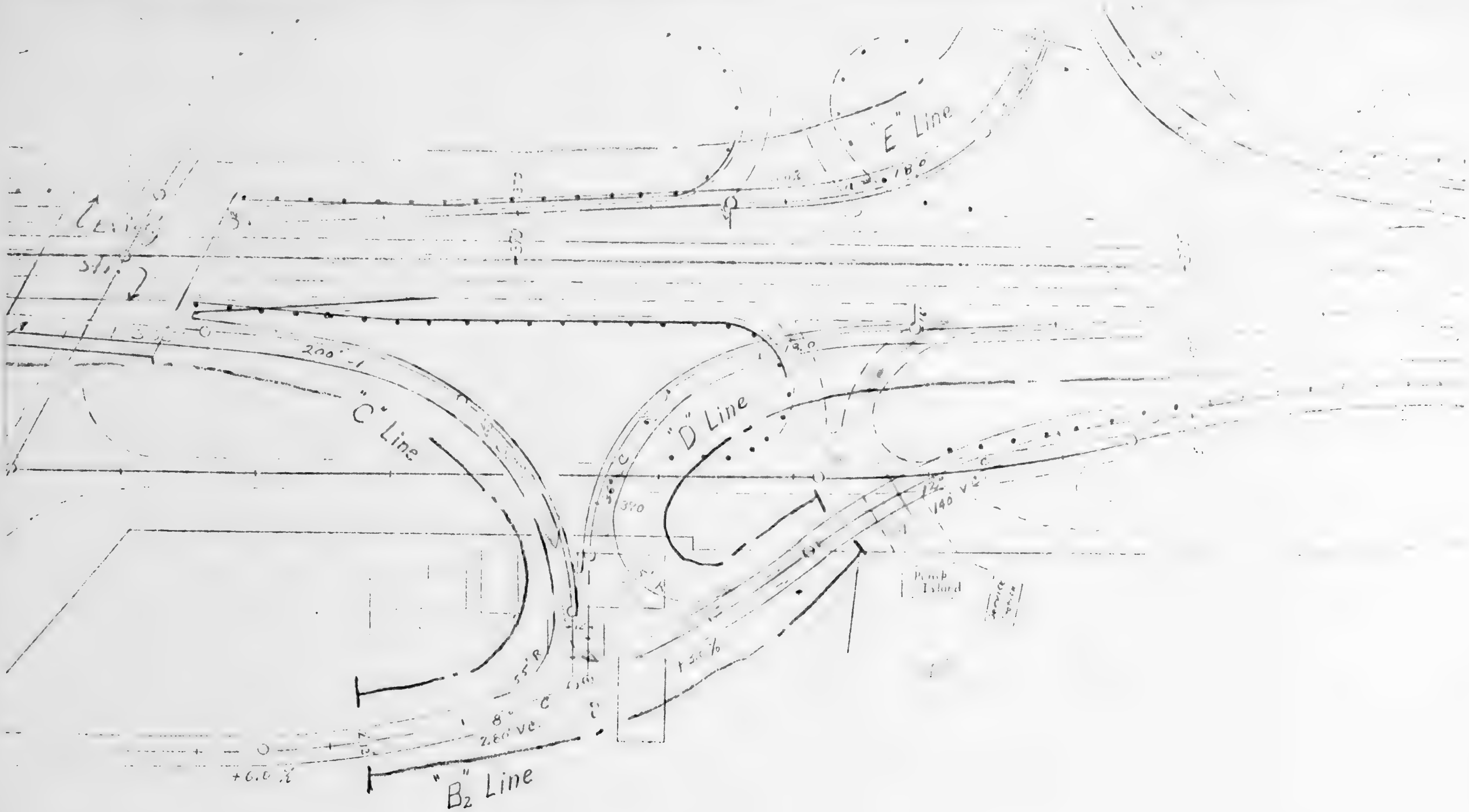
We aren't allowed to use the roads we have at that speed. We already have lost more gas allotment than we can stand.

If this is the type of leadership we have in this state, God help the country if it goes any farther!

Virgil P. Stearns
PO Box 90
Myrtle Creek, Ore.

1
2
3
Swenson
R. Olson
Trout

RECEIVED
JAN 25 1974


"E" Line
180
St.
200' R
"C" Line
"D" Line
380
55' R
8° C
2.80 VC
+6.0 %
"B2" Line
140 VC
Pump Island

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 17, 1974

SUBJECT: *Myrtle Creek-Canyonville Section*
Pacific Highway
Douglas County
Spring on R/W File No. 47841

To: *J. H. Versteeg*
Design Engineer
SALEM

REFERRED TO
[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

Our proposed taking under the subject file includes a year-around spring the property owner uses to water livestock. Our Right of Way people tell us damages will be severe and it will be hard to deal on this property if we obliterate or interfere with this spring.

I asked Al Bates to look at the problem to see if it would be feasible to design our drainage and other construction to maintain or even improve spring flow to the property owner.

Attached is a sketch showing the scheme Al came up with and it appears workable to me. I particularly like the idea of breaking the perforated pipe grade at Station 384+00± and running both ways.

Would you please look at this proposal and let me know if you can incorporate something like this in the contract plans. We need to know one way or the other to proceed with right of way negotiations.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/jw
attach.
cc L. W. Riley
Al Bates

1 V
2 T

R

[illegible] -- File

FORM 8-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 4, 1974

To: Alfred Shirley, Jr.
Region Engineer

Attn: J.X. Wilson,
Region Construction Engineer

SUBJECT: Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
Spring on R/W File No. 47841

Herewith a sketch showing construction of a spring box to preserve a spring which is on property, at station 393+12, that that will be acquired to re-construct the frontage road.

There is access in this area and the property owner could maintain the spring.

The preliminary plans show a 6" perf pipe on the Northbound lanes from station 375 to station 390. This would be an inadequate drainage for this area and would serve more to distribute the water than to drain the water. The grade on this pipe can be broken at station 384 and the drainage from station 384 to station 390 can be emptied into the spring box.

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRAT.

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-5-2(77)100

STATE PROJECT NO.: MYRTLE CREEK - CANYONVILLE SECTION

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-765

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check): ___ 1. _X_ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
DEC 3 '73
REFER TO
Cons.-R/W
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: NOVEMBER 9, 1973

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 1-5

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL WORK AND RELOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) RELOCATION PAYMENTS.
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE RELOCATION PLAN FOR THE SUBJECT PROJECT SUBMITTED BY MR. YOUNG'S NOVEMBER 9, 1973 LETTER IS APPROVED.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE: 11-30-73

SIGNATURE OF APPROVING OFFICIAL: [illegible] for

TITLE: DIVISION ENGINEER

FORM PR-1240 [illegible]
REV. 6-70

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 30, 1973

To:

Don L. Trout
Design Office Engineer

SUBJECT: Material Source
KUMMER BAR IR 5- 238
Myrtle Creek- Canyonville Section
Pacific Highway
Douglas County

Herewith for subject project Sketch Map, Profile, and relevant Geologist report for the development of material source.

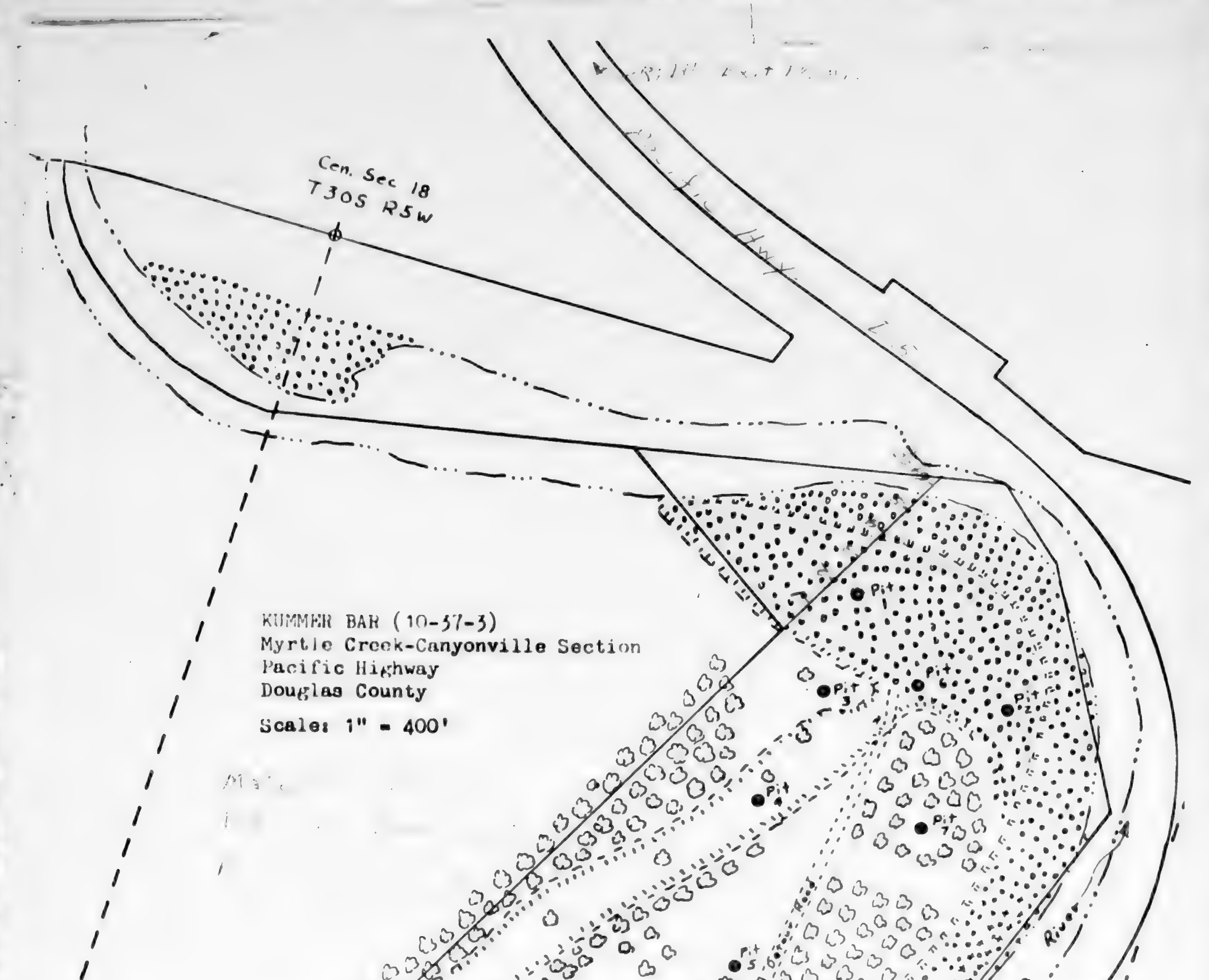
Please obtain permit from Division of Lands.

Alfred W. Bates
Alfred W. Bates,
Resident Engineer

cc: Alfred Shirley, Jr.
Regional Engineer

Attn: J.X. Wilson

copy 2
copy

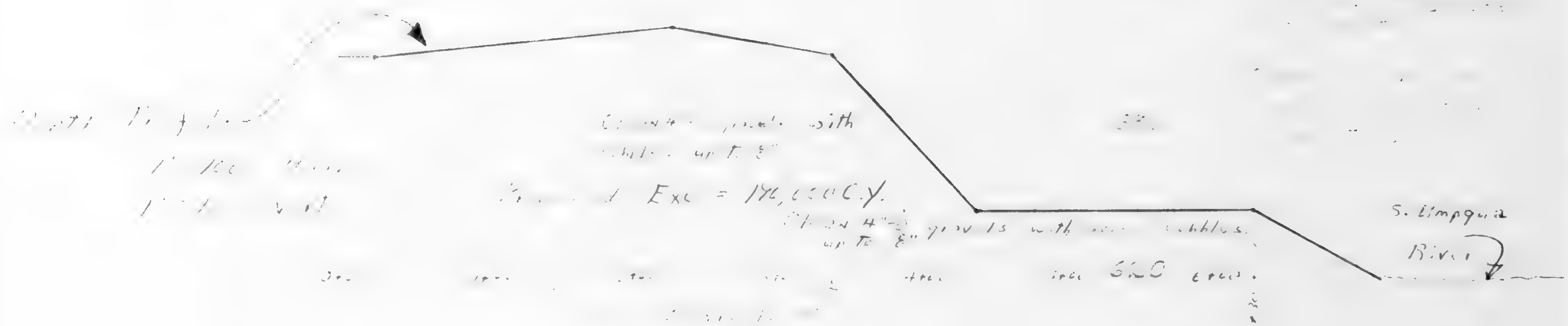


KUMMER BAR (10-37-3)
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Scale: 1" = 400'

Material Source, Plan for Development

KUMMER BAR
Myrtle Creek- Canyonville Section
Pacific Highway
Douglas County



Alfred W. Bates, Location Engineer
Roseburg

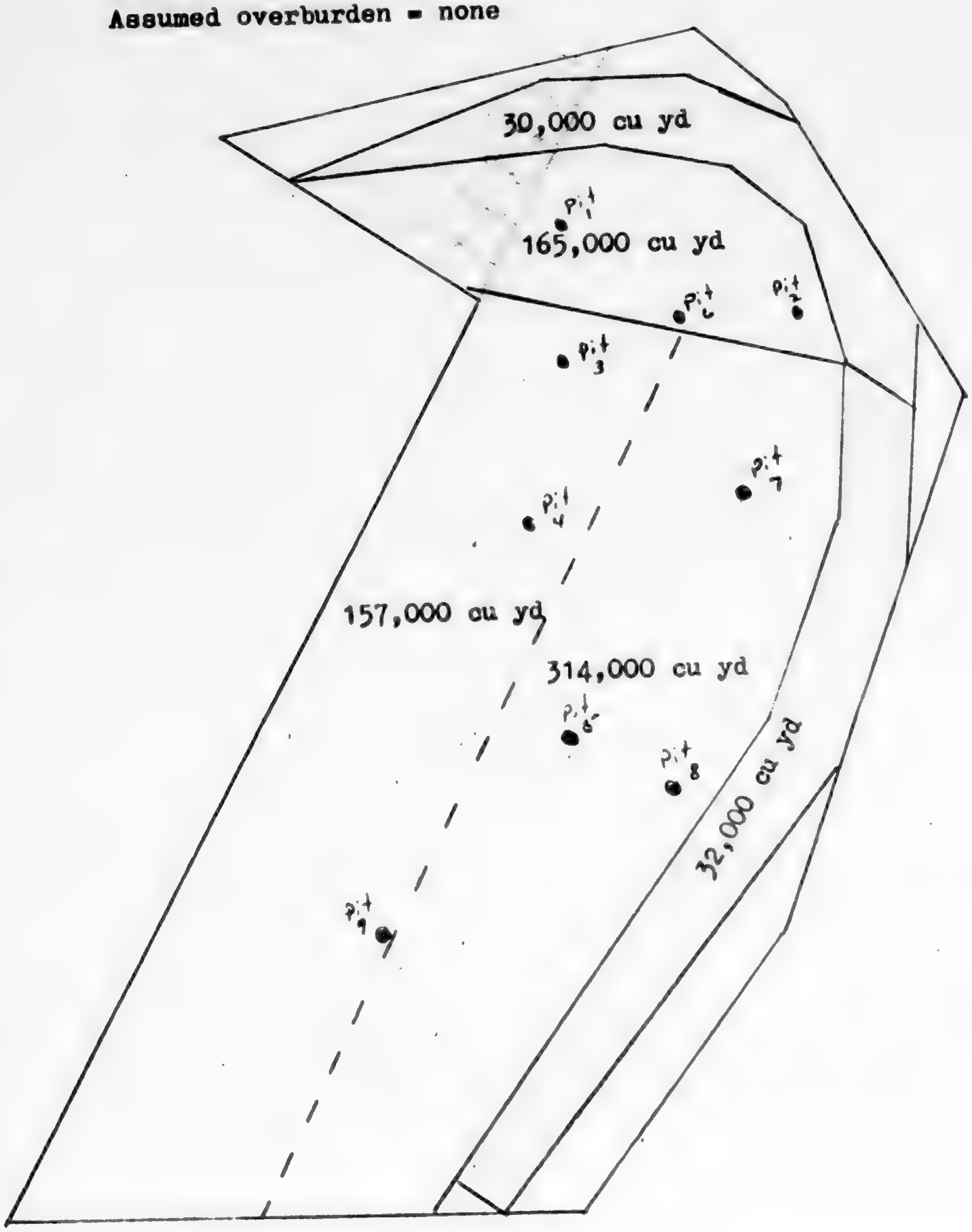
Kummer Bar
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

○ **Area 1**
Assumed area = 20,572 sq yd
Assumed depth = 1.5 [illegible] yd
Assumed overburden = none

○ **Area 2**
Assumed area = 33,177 sq yd
Assumed depth = 5 yd
Assumed overburden = none

○ **Area 3**
Assumed area = 32,043 sq yd
Assumed depth = 1 yd
Assumed overburden = none

○ **Area 4**
Assumed area = 209,915 sq yd
Assumed depth (west ½) = 3 yd
Assumed depth (east ½) = 5 yd
Assumed overburden (west ½) = 1.5 yd
Assumed overburden (east ½) = 2 yd



Kummer Bar (10-57-3)
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County
August 1973

Pit #1

0-17'	Clean 4"-0 gravels with some cobbles up to 8".	SD A30720A
17'	Bedrock.	

Pit #2

0-12'	Clean 4"-0 gravels with some cobbles up to 8".	SD A30720B
12'	Bedrock.	

Pit #3

0-1½'	Silty 4"-0 gravels.
1½-7'	Clean 4"-0 gravels.
7'	Bedrock.

Pit #4

0-2'	Silty 4"-0 gravels.
2-5'	Clean 4"-0 gravels.
5'	Bedrock.

Pit #5

0-2'	Silty overburden.	
2-4'	Silty 4"-0 gravels.	
4-10'	Clean 4"-0 gravels.	SD A30720D
10'	Bedrock.	

Pit #6

0-4'	Interbedded seams of 4"-0 gravel and clean sand.	
4-13'	Clean 4"-0 gravels with some cobbles up to 8".	SD A30720C
13'	Bedrock.	

Pit #7

0-4'	Silty overburden grading downward into silty gravel.	
4-13½'	Clean 4"-0 gravels.	
13-17½'	4"-0 gravels with some brown plastic fines.	SD A30720F
17½'	Bedrock.	

Pit #8

0-4'	Silty 4"-0 gravels.
4-12'	Brown sandy silt with scattered gravels.
12-23'	Clean 4"-0 gravels.
23'	Bedrock.

Pit #9

0-1'	Silty overburden.	
1-5'	Silty 4"-0 gravels.	SD A30720E
5-10'+	Clean 4"-0 gravels.	

(did not have time to complete hole to bedrock)

TRANSACTION NUMBER 11-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-26-73

BY (Signature): L. H. YOUNG'S LETTER OF 10-19-73

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 765 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
765	I-5-2(77)100	9.3	145,000	133,700	MYRTLE CREEK-CANYONVILLE SECTION. DOUGLAS COUNTY	ACQUISITION OF RIGHT OF WAY.

OCT 29 '73

10-29-73

REMARKS (Division)

AUTHORIZATION TO PROCEED WITH THE ACQUISITION IS WITHHELD PENDING APPROVAL OF A RELOCATION PLAN.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-26-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Form FHWA 121 (Rev. 5-73)

12

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 25, 1973

In reply refer to: 10-35.62

SUBJECT: Oregon Project I-5-2(77)100
Myrtle Creek - Canyonville Section
Relocation Plan

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The relocation plan, submitted with your request for program approval and authorization to proceed with all phases of right of way acquisition, has been reviewed by this office and additional data is required before approval can be granted.

As required by PPM 81-1 and incorporated into State procedures, an analysis of the replacement housing and relocation problems should be included in the relocation plan itself. The plan must not only demonstrate that the comparable replacement housing is D.S.S. but also what method was used to arrive at that conclusion.

The plan should further relate the needs of the displacees to the adequacy of the available housing to meet these needs. There should be a definite breakdown of comparable houses on a bedroom basis. The statement, "this office listed eight low-cost dwellings in the one and two and three bedroom size for sale" does not provide the required information.

The plan should also indicate whether or not the subject dwellings are D.S.S., since there appears to be a possibility they will be moved to the remainder. A statement with regard to the status, owner or tenant, of the occupant in the three-bedroom dwelling should also be included in the statement.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 26 '73
REFER TO
J. B. Boyle
FOR

I-5

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

September 7, 1973

SUBJECT: Myrtle Creek-Canyonville Section
Interstate 5
Douglas County
Cut Slopes and Material Sources

To: Mr. Alfred Shirley, Jr.
Regional Engineer

This memo summarizes separate reviews of the subject section by George Wills and Fred Yarbrough several weeks ago.

Two areas of high rock cut slopes were reviewed by Fred Yarbrough in company with region geologists and Field Locator Al Bates. Between Stations 275 and 308, existing cuts range from 100-foot to near 150-foot height through much of the section, on slopes as steep as 1/2 to 1, but mostly 3/4 to 1 or flatter. The rock material is mainly sandstone with some slightly altered lava intrusions, generally having a massive structure. Very little fallout of fragments from these slopes has been experienced, according to Region reports.

However, the fallout strip is less than standard width, less than 30 feet wide in places, and lies along the outside of a 5-degree curve. The Region's proposal is understood to be to widen the fallout to 30 feet as a measure to move obstructions to vehicles a little further back. It was the concensus during these reviews that rock fallout was not a problem, and whether to widen to 30-feet fallout, 34-feet, or to install guardrail to separate traffic from the rock obstructions was a matter for further discussion. An accident history summary has been received and is attached.

Widening the fallout into the rock slopes will be very difficult excavation because of the sliver shape of the cuts to be made. Probably the best approach for construction of them would be to stake the cut to be made before bids are asked, and request bids for the work on a lump-sum basis. Neither line drilling nor a specific slope should be specified; a specified fallout clearance, and that all loosened blocks shall be removed, will suffice.

An existing cut at Stations 420 to 430 also consists of sandstone with some lave intrusions, but with jointing which is visible,

REFERRED TO
Cole
Reed
Erikson
Sample
Hager
Watson
Return ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

and 1/2 to 1 slopes up to 70 feet high with 50 feet of flatter, but still steep, slope above that. This cut is ravelling hazardously due to the jointing and steepness of the slope, and some treatment is needed for safety. A new cut with benches on a 30-foot vertical spacing has been proposed, but it will be very difficult to excavate while maintaining traffic.

It was agreed that some treatment of this slope is needed to eliminate the hazard to traffic from fallout. A possibility is that the cut excavation can be redesigned to provide more fallout during removal of the upper excavation, as was done at Neil Creek slide correction. Possibly additional separation during construction could be obtained by detouring southbound traffic onto the shoulder of the existing lanes. Another possibility to control fallout is an application of wire netting.

Discussion indicated that OSHD is not yet in position to offer aggregate material sources to the contractor for this section. The Region reported opposition at "high level" from the Fish Commission to the use of one source which will be needed to supply the total quantity required. This opposition arose after the local representatives of the Fish Commission had approved. Coordination directly with the permit agencies for approval to use aggregate sources will greatly reduce the possibility of such unexpected opposition at a later time.

Please investigate and recommend or comment on these matters at your early convenience.

George C. Wills

George C. Wills
Field Location Engineer

Attachment

GCW:mc

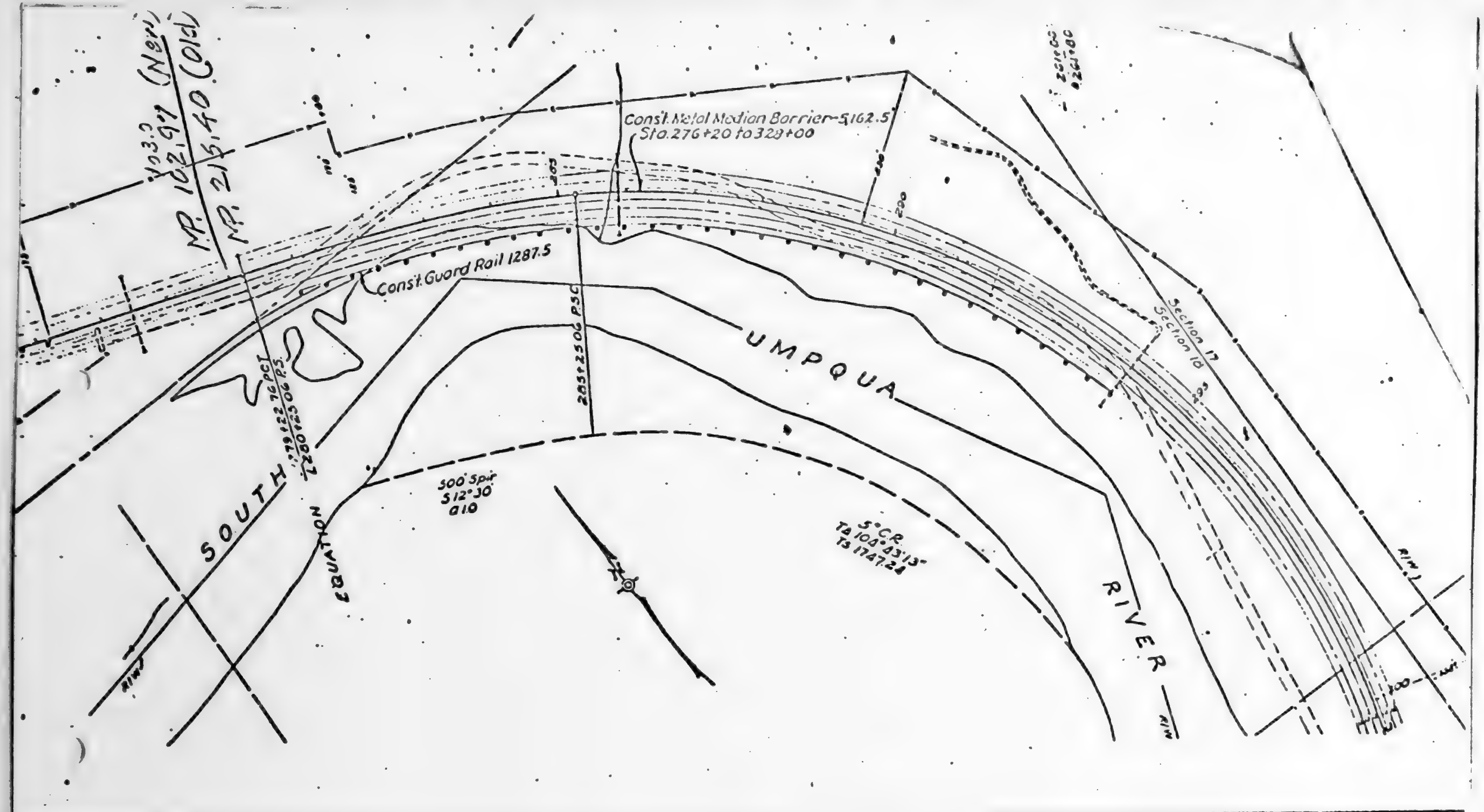
cc Victor D. Wolfe
J. H. Versteeg
Fred Yarbrough

2

3

VT

NOTED
W. E. [illegible]



Myrtle Cr. - Fords Br. Section
I-5 Rec'd 8-8-73 am
Use that special type format
used previously for M.P., date, Type Coll, etc.,
also, indicate what the Fixed or other object is.

Tom Schwab
48 Acc
8/9/73

M.P. 102.48 (New) 306
215.69 (Old) 306+19.47
P.T.

Prior to 1972
old M.P.

T5 M.P. 101.89 (216.45)
to
MP. 103.39 (219.95)

* Dark Accidents

Char: Character of Road
Int - intersection

Type Acc: Type of accident
NC - Non collision
FO - Fixed Object
SSO - Side swipe overtake
Misc. - Miscellaneous

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 **OF** 3 **SHEETS**

I 5. MP. 101.89 (216.95)
to
MP. 103.39 (219.95)

— 1965 —

Date	MP	Old MP	Char.	Type Acc.	K	I					
-65-5P *	102.06	216.28	straight	FO							
-65-2P	102.13	216.21	"	SSO							
-65-8A	102.29	216.05	"	NC							
-65-10A	102.34	216.00	"	NC							
-65-7P	102.99	215.90	"	FO							
-65-01 *	103.08	215.25	"	NC							
-65-2A *	103.18	215.16	"	Misc							
	7	Total									
	—	1966	—								
-66-12N	102.06	216.28	straight	NC		1					
-66-6P	102.19	216.20	"	NC							
-66-5P	102.19	216.15	"	FO		2					
-22-66 9AM	103.39	215.00	curve	NC	1						
-66-9A	103.39	215.00	curve	NC							
	5	Total									
	Fatal		MP	103.34							
			9 AM	2-22-66	1K						
			Clear								
			Dry Light								
				Sbd	car						
			Lost	control							
			Ran	off	road						

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 **OF** 3 **SHEETS**

I 5 MP. 101.89 (216.45)

to MP. 103.39 (219.95)

- 1967 - Direction

- 8 Mos. 1969 -

Date	MP	Old MP.	Char.	Type Acc.	K	I	Date	MP.	Old MP	Char	Type Acc.	K	I
* 1-67-[illegible]	102.07	216.27	S-N Curve	NC		1	* 10-69-4P	101.96	216.38	S-E Int.	GR FO		
* 11-67-[illegible]	102.90	215.38	NS Straight	Median FO			* 9-69-2A	102.06	216.25	N-S Straight	Median FO		
* 3-67-9P	102.99	215.35	N S Straight	Median FO		1	* 10-69-9P	102.39	216.00	S-N Curve	NC		
	3	Total						3	Total				
	- 1	968	-										
9-68-[illegible]	101.89	216.45	S-N U-Xing	Br. Rail FO		2							
* 11-68-5P	101.95	216.39	S-N Curve	Sign FO		1		—	1970	—			
[illegible]-68-8P	101.95	216.39	S-N curve	Sign FO			8-70-11A	102.09	216.30	S-N curve	SSO		
[illegible]-68-7P	101.96	216.38	SN Int.	Sign FO			* 10-70-2A	102.07	216.27	N-S Straight	SSO		
2-68-1P	102.07	216.26	SN Curve	NC			9-70-10A	102.07	216.27	S-N Straight	GR FO		
[illegible]-68-9A	102.76	215.58	S-N curve	Median FO		2	7-70-2P	102.11	216.23	S-N Curve	Sign FO		1
9-68-7A	102.95	215.39	N-S Straight	GR FO			* 5-70-7A	102.13	216.21	N-S Straight	NC		
* 3-68-9P	103.18	215.16	N-S Straight	NC			* 8-70-29M	102.19	216.20	S-N Straight	NC		
	8	Total					2-70-3P	102.49	215.85	N-S Straight	GR FO	2	
							* 3-70-3A	102.64	215.70	S-N Straight	NC		2
							* 12-70-2A	102.97	215.37	S-N Straight	Median FO		2
							* 11-70-7P	103.19	215.20	N-S Straight	Median FO		
								10	Total				
								Fatal:	MP.	102.49			
								2:50PM	2-29-70		2K		
								Clear Dry Light					
									Sbd	car	skidded		
								into	guard	rail	and		
								over	into	Umpqua	River		

OREGON STATE ULATION SHEET

HIGHWAY DIVISION SHEET OF 3 SHEETS

I 5 MP. 101.89 (

to MP. 103.39 (214.95)

- 1971 -			Direction				5 Mos. - 1973 -						
Date	M.P.	old MP	Char.	Type Acc.	K	I	Date	MP	old MP	Char	Type Acc.	K	I
-71-[illegible]	102.12	[illegible]	S-N straight	Misc.		1	5-73-5P	102.60		N S Curve	NC		1
-71-[illegible]	102.13	216.21	S-N straight	SSO				1	Total				
* -71-7A	102.39	215.95	N-S straight	NC									
-71-1P	[illegible]	215.68	N-S straight	NC									
	4	Total											
	-	1972	-										
-72-8A	102.13		S-N curve	Median FO		2							
* -72-11P	102.14		N-S straight	GR FO									
-72-9A	102.90		S-N curve	NC		3							
-72-3P	102.90		S-N curve	NC									
* -72-3A	103.00		S-N straight	Median FO		1							
-72-3P	103.00		? curve	NC									
* -72-7A	103.13		N-S straight	GR FO		2							
	7	Total											

Wire Netting

Sec 107 115 Sheet 2A-1

9 Ga. 2" mesh Chain Link 12 wide $7.20 Lin Ft.
F.O.B. Portland.

½" Steel Core Gal cable	$43.30 per 100'
¾" x 5' anchor bars.	$1.05 each.
Metal clips	$0.72 each.

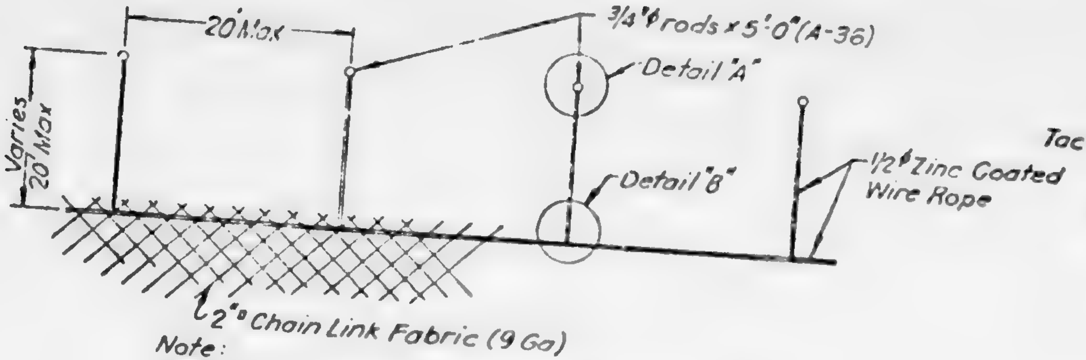
~~$3.75 Squ. Yd. (Furnish & Place~~

$3.75 Appears to be material costs —
— $7.00 - 10.00 would appear to be installed costs per Cost Analysis /Wills

I-5

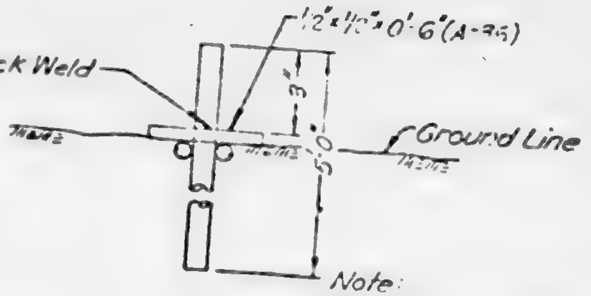
N. PORTLAND BLVD.-CAPITOL HWY. SEC.
PACIFIC STADIUM FREEWAY HIGHWAYS
MULTNOMAH COUNTY

FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5 G(70)296	



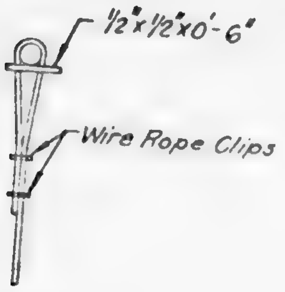
20' Max
3/4"ϕ rods x 5'-0" (A-36)
Detail "A"
Varies 20' Max
Detail "B"
1/2"ϕ Zinc Coated Wire Rope
2"◇ Chain Link Fabric (9 Ga)

Note:
Lap Mesh 3 Full Diamonds at Each 12' Section.
Fasten With 9 Ga. Ring Fasteners at 5' Spacings.

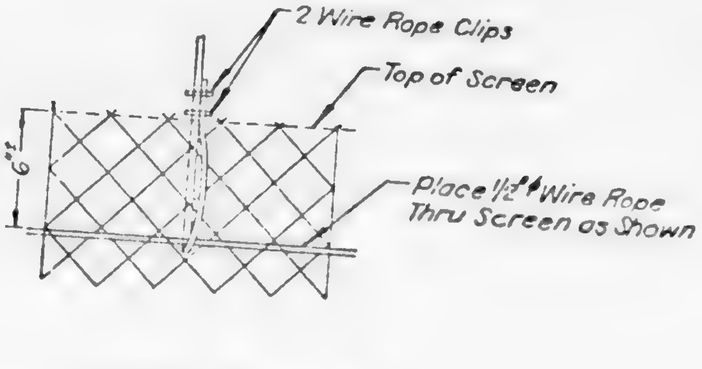


Note:
Drill & Grout Hole as Req

3/4"ϕ ROD DETAIL



DETAIL "A"



DETAIL "B"

ROCK CURTAIN SCREEN INSTALLATION DETAIL

I-5

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 9, 1973

To: J. H. Versteeg
Road Design Engineer
S A L E M

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

Attention Frank Terpin

As requested, Al Bates has reviewed the proposal to lower the grade on the "A2" line on the northerly side of Yokum Interchange. For reasons stated in his attached letter, he recommends the grade not be lowered. Also attached is a "shotgun" estimate of right of way costs required for the proposed change prepared by Frank North.

J. X. Wilson
J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc A. W. Bates

1 ✓
2 .

W

REFERRED TO
[✓ Cole] WnK ______ Reed ______
______ Eriksen ______ ______ Sample ______
______ Hager ______ ______ Watson ______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug.1, 1973

SUBJECT: Yokum Intr. Unit
Myrtle Cr.- Canyonville Sect.
Pacific Highway
Douglas County

To:

J.X. Wilson,
Regional Construction Eng'r.

I have reviewed the proposal to lower the grade on the "A2" line, on the Northerly side of Yokum Intr.

If the grade is lowered the Douglas Forest Protective Association would need to be re-located, or property to furnish access would need to be purchased from adjacent owners.

There is no other site as suitable for fire protection as this site.

Mr. F.M. North estimated the additional R/W cost would be $37,500.00 plus the cost of aquiring access to the fire station.

The present profile has a 55 MPH vertical sight distance.

I recommend that the profile not be lowered.

Alfred M. Bates

Alfred ". Bates,
Resident Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 23, 1973

SUBJECT:

Section: Yokum Interchange
Highway: I-5
County: Douglas

To. Mr. Al Bates
Locating Engineer
State Highway Department
Roseburg, Oregon 97470

Additional right of way required for the proposed change in the A_2 line as shown on tracing recently received from your office is estimated as follows:

Blaylock	$ 235.00
Cooksley	2,720.00
Douglas Forest Protection Assn.	34,150.00
Tavenner	450.00
TOTAL:	37,555.00

F. M. North

F. M. North
Liaison Agent

FMN:slr

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 3, 1973

To: J. H. Versteeg
Design Engineer
SALEM

SUBJECT: Gazley Rd. Interchange Unit
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

Attention Frank Terpin

Al Bates and Jack McCormick tell me there is a steelhead hole fished extensively adjacent to the old road in question. Letters from Al and Jack are attached.

This old roadbed is used for access and parking by fishermen hitting this hole. For the sake of public relations, if at all possible we should carry the access control line on the freeway side of the old road and leave the road intact.

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc A. W. Bates

1 ✓
2
3
RECEIVED
AUG 6
ROAD
Return to
Bring up
Other

REFERRED TO

[✓ Cole] Reed
Eriksen Sample
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE August 1, 1973

TO Alfred Shirley
Regional Engineer Attention: John Holcomb

FROM Jack C. McCormick
Jack C. McCormick, District Engineer

SUBJECT Gazley Rd. Interchange Unit
Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

The subject road is used for parking and access for swimming and fishing in the South Umpqua River. There is also some berry picking in this area. I am advised that there is one of the best steelhead holes on the South Umpqua River at this location.

It appears on the ground that it would take only minor grading to retain this access and parking. It is strongly recommended that the access be retained for the public to use. This would eliminate the future problem of people parking on the shoulder of I-5 in this area.

JCM:gl

D

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 1, 1973

SUBJECT: Gazley Rd. Intr. Unit
Myrtle Cr.- Canyonville Sect.
Pacific Highway
Douglas County

To:
Alfred Shirley Jr.
Regional Engineer

Attn: J. Holcomb

I believe the access control line in the Northwest area of Gazely Road Intr. should be carried adjacent to the highway to allow access to steelhead hole at this location.

Alfred W. Bates
Alfred W. Bates,
Resident Engineer

D

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 11, 1973

TO Mr. J. X. Wilson, Region III Construction Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Myrtle Creek-Canyonville Section (Gazley Rd. Interch)
Pacific Highway
Douglas County

In order to determine the proper location of the access control line in the northwesterly part of the Gazley Road Interchange, a decision has to be made in reference to an old road that parallels the main roadway and lies within our right of way.

After looking at the aerial photos, it would appear that this road should be obliterated and the access control be carried at the right of way line in this area.

Please advise this office as to the disposition of this old roadbed. Included, please find various prints of original construction plans, aerial photo and right of way map in this area.

FET:jg
Enclosures
cc: J. B. Boyd
F. O. Scott
W. E. Cole

RECEIVED
JUL 1[illegible] 73

I-5

Salem, Oregon

July 26, 1973

Mr. J. X. Wilson, Region III Construction Engineer

Mr. Frank E. Terpin, Final Design Engineer

Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

On the left of the north bound approximately Station 273 to Station 308 the cross-sections indicate a fallout area. This has been shown going out 30' from the edge of the travel lane instead of 34' as shown on our standard fallout section. Would you please reevaluate the recommendation for us. Would you also reevaluate the slope bench recommendation on the right of south bound approximately Station 413 to Station 432.

In order to estimate a borrow quantity, as the survey indicated would be required, we should have a shrinkage or swell factor for the cut areas on the job. We would like to have you furnish this office with these factors also.

To assist in this request, enclosed are cross-sections through this area.

Mr. Fred Yarbrpugh has also indicated he will be in the area next week and we have asked him to take a look at the areas.

FET:jg
Encl.
cc: Fred Yarbrough
W. E. Cole

I5

Salem, Oregon

July 23, 1973

Mr. J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Mr. Frank E. Terpin, Final Design Engineer

Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Determination of installation details for a shoulder barrier near the Myrtle Creek Northbound Off Ramp approximately Station 3404-3408 requires cross sections at closer intervals than 200 feet as taken on location.

Would you please have cross sections taken between the northbound lane and the "X" line at 50 foot intervals, Station 3401 to Station 3404 and at 25 foot intervals, Station 3404 to Station 3405+50 and have them sent to this office. Copies of the level notes and a plan sheet are enclosed.

There is also an area at Canyonville where cross sections are needed to determine requirements for flattening the existing 3:1 surfacing slopes on the main roadway to 6:1. This area goes from Station 494+00 through Equa. 504+52.90 Bk=30+09.93 Ah to Station 36+00.

FET:jg
Enclosure
cc: W. E. Cole

I-5

Salem, Oregon

July 11, 1973

Mr. J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Borrow Source
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Copy

The subject project has a shortage of excavation and the Locating Engineer's narrative indicates a suggested borrow source of material stockpiled southerly of Canyonville.

A review of the revision of the Yokum Road Interchange reveals that by lowering the grade of the "A2" line on the northerly side of the interchange, a substantial amount of excavation could be acquired and at the same time provide a better profile to the "A2" line.

Will you please review this proposal to determine if the material would be suitable for use on the project and whether or not it is desirable to make the profile revision.

Enclosed are prints of map and profiles of the area.

FET:jg
Enclosures
cc: V. D. Wolfe
W. E. Cole

I-5

FORM 6-30 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 19, 1973

SUBJECT: Yokum Interchange
Myrtle Cr.-Canyonville Sec.
Pacific Highway

To: J. H. Versteeg
Design Engineer
SALEM

Attention Adrian Olson

We have reviewed the subject interchange with respect to access to properties easterly of I-5. In Bates' attached letter, he indicates there are four properties served by the access at A2 Station 18+44. The access at A2 Station 15+00 has intermittent use by a gravel operator now but apparently will also serve the property just southerly under the new plan. It is not logical, because of grade problems, to try and tie all these approaches into one.

Our recommendation is to retain accesses at A2 15+00 and 18+44 and access control the remainder of the A2 line.

I hope this is the information you were looking for. If not, please let me know.

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

cc A. W. Bates

12

T

IT

REFERRED TO

[✓ Cole] ______ Reed ______
______ Eriksen ______ ______ Sample ______
______ Hager ______ ______ Watson ______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 14, 1973

SUBJECT: Access easterly of Yokum Interchange
Myrtle Creek - Canyonville Sect.
Pacific Highway

To: Alfred Shirley Jr.
[illegible] Engineer
Roseburg, Oregon

Attn: J. X. Wilson

Herewith the vicinity map for Yokum Interchange along with an alternate connection for the property easterly of the Interchange.

There are four plots which now have access at A^2 Station 18+44. These people could be accomodated by a connection to the private access at Station A^2 15+00. This would require additional R/W and the road would have 12 per cent grades both plus and minus.

I recommend buying access control on both sides of the access at Station A^2 18-44 and maintaining this connection.

The private access at Station A^2 15+00 should be constructed as a R/W [illegible].

The following material is being submitted:

1 print	Yokum Interchange plan with extension attached.
1 mylar	original extension to mylar map Yokum Interchange.
1 roll	cross-sections & profile "A^A" line (rev.) alternate road approach.
10 prints	deeds
1 sketch	from assessors map.
2 sheets	computations
1 sheet	estimate for alternate road approach.

ROSEBURG, OREGON
RECEIVED
JUN 14 1973

Alfred W. Bates
Alfred W. Bates
Resident Engineer

cc: J. H. Lorstang

7114

Jc: R. L. Schroeder (w/att)
J. H. Versteeg "
A. Shirley "

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 16, 1973

Mrs. Helen J. Parker
Box 598 - 540 S.W. 5th
Canyonville, Oregon 97417

Dear Mrs. Parker:

Your letter of reply to the "action plan questionnaire" regarding citizen involvement has been referred to this office.

We certainly appreciate your interest and concern expressed in regard to this matter and especially the involvement on the Myrtle Creek-Canyonville Section of Pacific Highway (I-5), as well as the traffic count in downtown Canyonville.

Please be assured your comments will be reviewed and considered for incorporation into our future planning and design of any projects in the immediate area.

Sincerely,

H. S. Cox
County and City Engineer

By

DNHarwell

D. N. Harwell
Assistant Engineer

DNH:ljt

cc: Environmental Section

NOTED
R. L. SCHROEDER

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[illegible]

REFER TO
MAY 14 '73

1-5-2
STATE PROJECT
MYRTLE CREEK
CANYONVILLE
COUNTY NAME
DOUGLAS
PROGRAM STAGE
1.

ROUTE NUMBER
STATE ROUTE 5
ROUTE NUMBER
IC HIGHWAY RO

ALL PHASES OF
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APRIL 25, 197

THE SUBJECT

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Corporal Dale H. Lemon - State police officer of Roseburg area. [illegible] Oil [illegible] the Mountain [illegible] took pictures of the huge trucks trying to get thru the [illegible] on this frontage road. [illegible] John Shannon, Lyle [illegible], owner of B. J's [illegible] Howard [illegible] Frank, president of [illegible], Oregon [illegible], [illegible] the [illegible] [illegible] general, Forest Service [illegible], population 150 people [illegible] three communities [illegible] a petition with [illegible] signatures. [illegible] 600 people. All this action [illegible] local [illegible] [illegible] [illegible] [illegible] The [illegible] [illegible] [illegible] [illegible]

QUESTED IN

L 25, 1973

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REVISIONS OF

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IC HIGHWAY RO

OUTE NUMBER

TATE ROUTE 5

ROUTE NUMBER

REFER TO

MAY 14 '73

PROGRAM STA

DOUGLAS

COUNTY NAME

CANYONVILL

MYRTLE CREE

STATE PROJECT

1-5-2

ISTRATION

Sharp turns, grass, schools, hospital & Senior Homes. When trucks are [illegible]-frightening, constant [illegible] of [illegible], horns & fumes pouring into the rooms of the St. [illegible], we [illegible] as we feel that our [illegible] is of the top most importance, especially to the health & welfare of our City. We [illegible] and we are now waiting for [illegible] [illegible] to be [illegible] planning program. How long will it take to get [illegible]?

[illegible] to add to our item #2, on page 1 – 2 [illegible] times the traffic count was taken [illegible] standing on the corner of 7th St & Main [illegible]. This isn't 2 [illegible]. The [illegible] should [illegible] [illegible] street, [illegible] [illegible] [illegible] [illegible] street during the [illegible] [illegible] [illegible]

MAY 14 '73
REFER TO

DOUGLAS
PROGRAM STAGE
ROUTE 5
HIGHWAY ROUTE
AUTHORIZATION
1973 LETTER

U. S. DEPARTMENT OF TRANSPC · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.
I-5-2(56)100

STATE PROJECT NO.
MYRTLE CREEK-
CANYONVILLE SECTION

COUNTY NAME
DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-497

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
Info
Sign
Act
File
TAA

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
MAY 11, 1973

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 5

STATE ROUTE NUMBER
PACIFIC HIGHWAY ROUTE #1

RECEIVED
MAY 15 '73
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS FOR THE WORK INCLUDED UNDER THE LOCATION/DESIGN APPROVAL LISTED BELOW.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION/DESIGN APPROVAL OF THE REVISIONS OF INTERCHANGE RAMPS AT WEAVER ROAD, GAZLEY ROAD, YOKUM ROAD AND NORTH CANYONVILLE, THE MINOR SAFETY IMPROVEMENT AND THE PAVEMENT OVERLAY FOR THE SUBJECT SECTION IS HEREBY APPROVED AS REQUESTED IN MR. YOUNG'S APRIL 25, 1973 LETTER.

NOTED
E. S. HUNTER

DATE
5-11-73

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 23, 1973

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County
Condition of Surfacing of
Overcrossing Structures

Attached is a recommended treatment for A.C. surfacing on structures included in the above section, as submitted jointly by Elliott Parker and A. W. Bates.

If we are continuing with our waterproofing program, we would expect pavement removal from all structures regardless of condition.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/jw
attach.
cc A. W. Bates
Elliott Parker

1
2
3

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 21, 1973

SUBJECT: Myrtle Creek- Canyonville Sec.
Pacific Highway
Douglas County
Condition of Surfacing of
Overcrossing Structures

To: J.H. Versteeg,
Region Engineer

Attn: J.X. Wilson,
Reg. Constr. Engr.

Don Peterson and I have examined the following structures and make the following recommendations:

Bridge No.	Location	M.P.	Station
7950	Myrtle Creek Interchange	108.31	3391
	Remove A.C. from deck and strengthen surfacing for 150 feet on both ends of structure, resurface deck.		
7952 A	Southern Pacific R.R.	107.52	3433
	Existing pavement on bridge is O.K.. Strengthen surfacing 150 Ft on South end and 100 Ft on North end of structure.		
7931	Twin Struct. over S. Umpqua R.	105.41	152
	Strengthen surfacing for 200 Ft on both ends of both structures		
0509 B	Structure over S. Umpqua River	101.54	355
	Strengthen surfacing 100 Ft on North end and 150 Ft on South end. Match unsurfaced deck.		

Bridge No.	Location	M.P.	Station
8027	Yokum Road Intrchng	101.33	367
	Southbound- Remove A.C. from deck, strengthen surfacing 150 Ft both ends, resurface deck Northbound- Deck O.K. Strengthen suffacing 150 Ft both ends, match existing surfacing.		
8028	Twin Structures, Irwin Access	99.53	462
	Strip Northbound deck and resurface. Southbound deck O.K., strengthen surfacing 150 Ft both ends.		

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

I-5

[illegible]

[illegible] 13, [illegible]73

[illegible], Region 3 Engineer

Frank L. Ter[illegible], Final Design Engineer ORIGINAL SIGNED BY FRANK [illegible]
FINAL DESIGN [illegible]

Myrtle Creek-Canyonville Section
Condition of Surfacing of Overcrossing
Structures

[illegible] surfacing of
[illegible]

[illegible]red
[illegible] decks
[illegible] decks
[illegible] by
[illegible] of
[illegible]

FLT:[illegible]
Attachment

cc: [illegible] Cole

RECEIVED
[illegible]
Supervisor
[illegible]
[illegible]

Myrtle Creek - Canyonville Sec.
Douglas Co. - Pacific Hwy

Structures to be checked with respect to overlay proposals

Milepoint	Sta.	Bridge No.	
108.31	3391	7950	Myrtle Cr. Intchge
107.52	3433	7952A	SPRR
105.41	152	7931	Twin Str.'s over S. Umpqua R.
101.54	355	0509B	Str. over S. Umpqua R. (Ford's Br
101.33	367	8027	Yokum Rd. Intchge
99.53	462	8028	Twin Str.'s, Irwin Access Conn.

I-5

Salem, Oregon

February 21, 1973

J. H. Versteeg, Region 3 Engineer

Frank E. Terpin, Final Design Engineer [illegible]

Myrtle Creek Intchg.-Canyonville Section
Pacific Highway

In the enclosed narrative report for the subject project it is recommended that the rock slopes between Stations 285 and 287 be cut back and a fallout area provided. The cross-sections which we have for this area are not complete enough to show if this can be done within the existing right of way. Will you please check the sections which were transmitted to you on September 5, 1972, to determine if those sections give the desired information. If not, will you please have the ground line extended.

A source of borrow material was mentioned in the narrative but the location was not given. Will you please advise where the source is located and how it can be developed and utilized.

On September 5, 1972, the location data for the North Canyonville Interchange was transmitted to you for revision. Would you please give us an estimate of the date when we could expect the completed data.

Encl.
cc: V. D. Wolfe
W. E. Cole

Myrtle Creek - Canyonville
[illegible]
[illegible]
[illegible]

Narrative Report

This is a survey to prepare an estimate of quantities, prepare plans and specifications to pave, and bring to full safety standards. The section of I-5 from Myrtle Creek Interchange, station 3385 Mile Post 108.5 to Canyonville, Station 294 Mile Post 98.6. This includes the revising of three interchanges, Weaver Interchange at Mile Post 106.71, Cazely Interchange at Mile Post 101.89 and Yokum Interchange at Mile Post 101.33.

There is no work other than overlay and guard rail from the beginning of the project at Station 3385 to Station 3433 as this is a major project in itself and will be constructed at such time as the Myrtle Creek Interchange is re-constructed.

The section from Station 3450 to Station 270 is over very level ground with flat or zero grades. As presently constructed there is much standing water, Perf. pipe is recommended in the Median and flatter ditch slopes are recommended on the side ditches to facilitate maintenance.

The section from Station 235 to Station 237 has rock bluffs very close to the travel lanes, it is recommended to cut these slopes back and construct fallout area to eliminate a traffic hazard.

The section from Station 424 to Station 432 has rock slopes close to the travel lane which are a traffic hazard and the slopes also ravel, plugging the drainage causing damage to the surfacing. It is proposed to lay these slopes back, which would eliminate these problems.

There is a shortage of fill material on this project and there is surplus fill material stockpiled on the section from Canyonville to Canyon Pass Summit which may be utilized as borrow. It is not possible to re-measure these areas at this time. The information from people who worked on this project is that there is well over 100,000 yards available.

AWB:rk

Alfred W. Bates
Resident Engineer

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 2, 1973

SUBJECT: Accident Experience
Weaver Rd. & Gazley Rd.
Overcrossings
I-5
Myrtle Cr.-Canyonville Sec.

To: Mr. Frank Hall
Design Engineer
SALEM

Attached is all the data I could round up on accident experience for the above structures. Apparently nothing is available from the Traffic office. I have also included clearance diagrams for the two subject structures.

If there is anything further you need, please let me know.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

REFERRED TO
X Cole ______ Reed ______
______ Eriksen ______ Sample ______
______ Hager ______ Watson ______
Return ☒ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER
Copy if you wish.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg

DATE February 2, 1973

TO J. X. Wilson

FROM Jack C. McCormick

SUBJECT Overheight accidents at Weaver & Gazley Roads.

In Checking our records could only find the following two accidents at Weaver Road:

1. March 1972
2. October 1972

plus a report sent to John Sheldrake on 5/25/72 a copy of which is hereby attached.

No record could be found where Gazley Road Structure had ever been repaired and an actual visual check of the structure by the foreman could not find any evidence that this structure had ever been struck.

Also attached find copies of the two structure's clearances.

FORM 2-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 25, 1972

To: James H. Versteeg
Region Engineer
OFFICE

SUBJECT: Fords Bridge
Weaver Road
I-5

ATTENTION: John Sheldrake

The Bridge History Records show one repair each to above subject structures as follows:

Weaver Road Undercrossing - Repair beams struck by overheight load 3-17-72.

Fords Bridge - Repair damaged rail. Accident 1959.

The Bridge Foreman advises that he has repaired minor damages to beams from overheight loads on the Weaver Road structure at least twice in the last two years. This is in addition to the repair shown on the Record. These repairs were worked in with other projects and of a minor nature so consequently did not get in the records. Physical inspection of the structure reveals that it has been struck at least seven times in the northbound lanes.

The Canyonville Section Foreman advises that he does not recall any repairs to the approach guardrail at Fords Bridge.

Jack C. McCormick
JACK C. MCCORMICK
District Engineer

JCM:cc

5/31/72
cc: George Wills, w/copy
of Collision Diagram.
Your info and
request.
JWSheldrake

ROSEBURG DIVISION
RECEIVED
[illegible] 1972
JWS
Assign .... For ....
Reply .... Action ....

Sent cw

[illegible]—4M—Revised—8-44

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

Bridge No. 7953

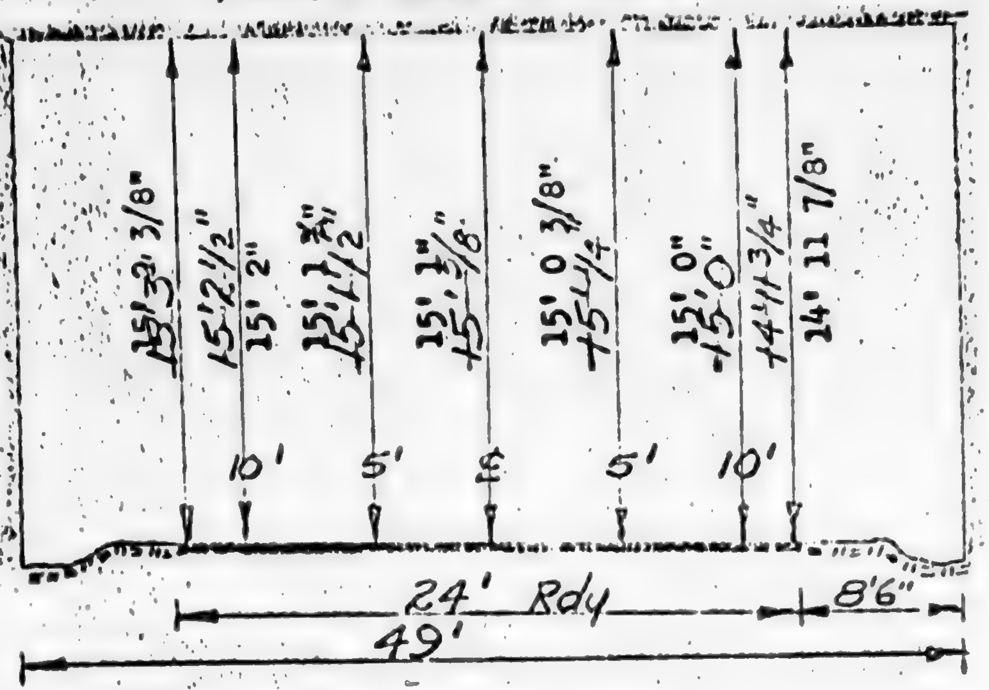
over U'XING WEAVER ROAD on PACIFIC Highway No. 1

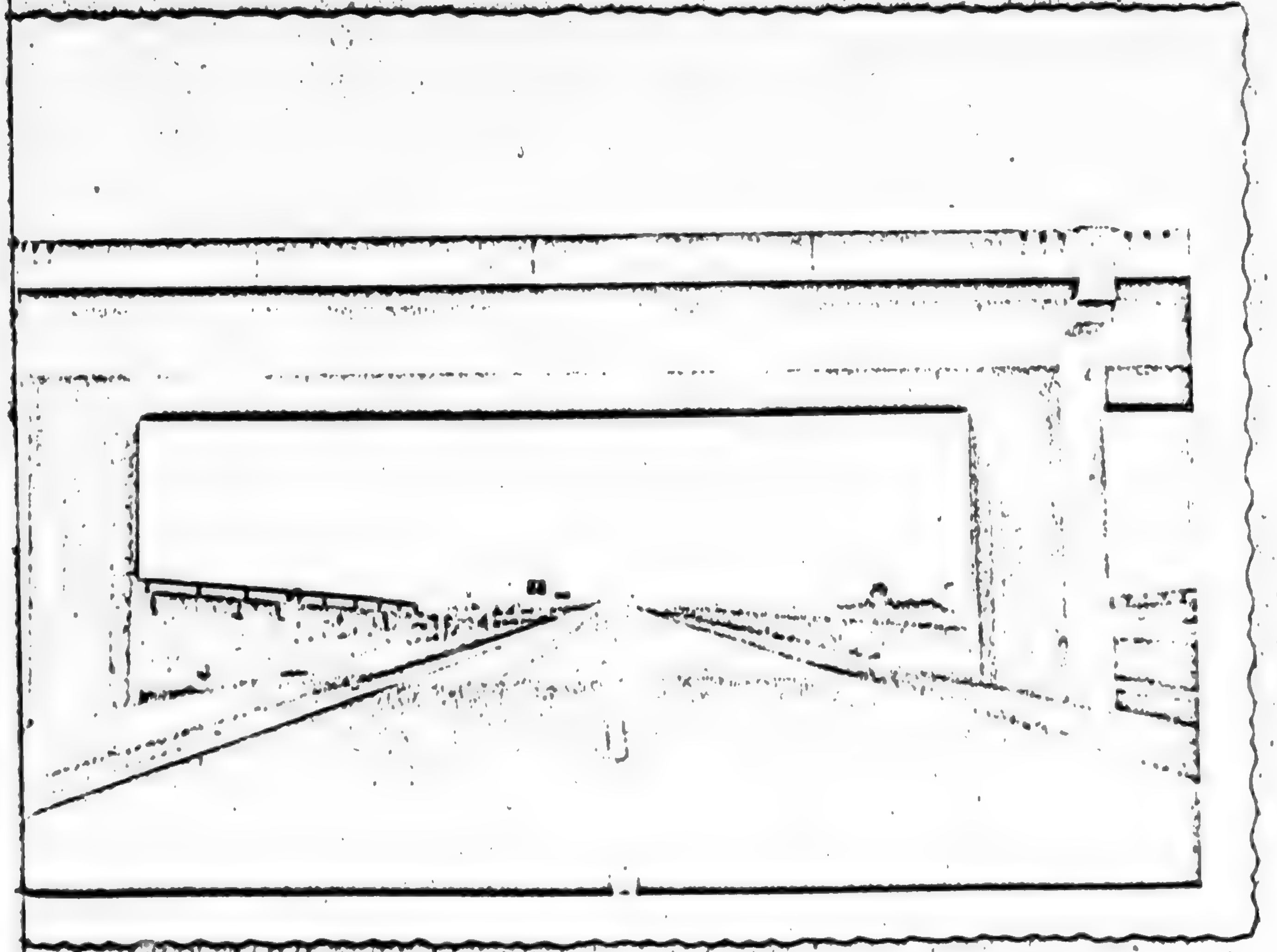
DOUGLAS County. Inspected 11-24-58 by BANGERT Location No. ~~211 64~~

New 106.71

LOOKING SOUTH

NORTH BOUND LANE





117—4M—Revised—6-44

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

Bridge No. 7953

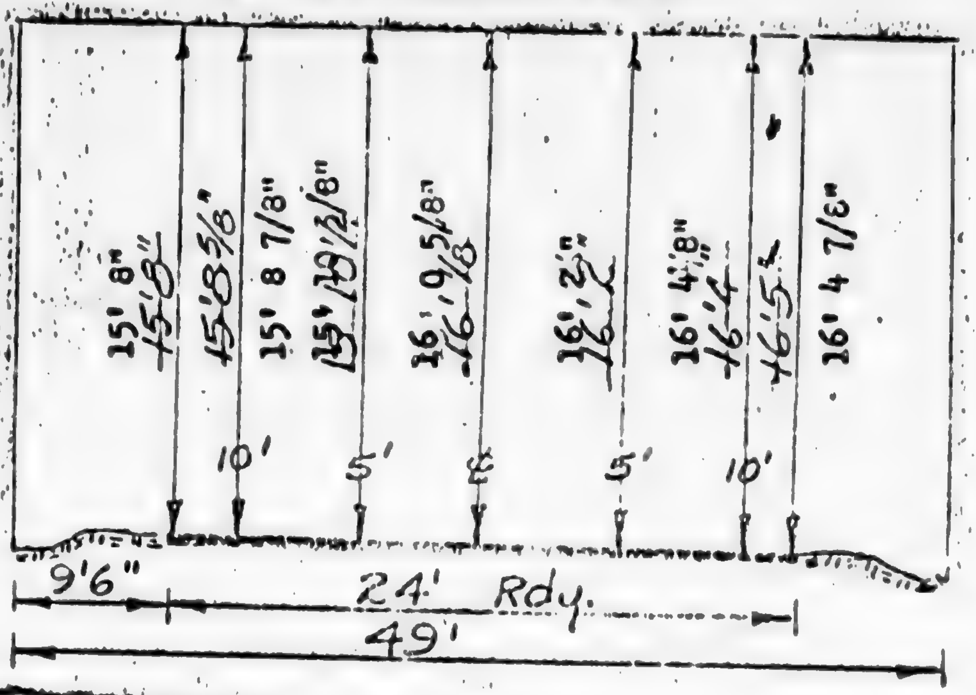
over U'XING WEAVER ROAD on PACIFIC Highway No. 1

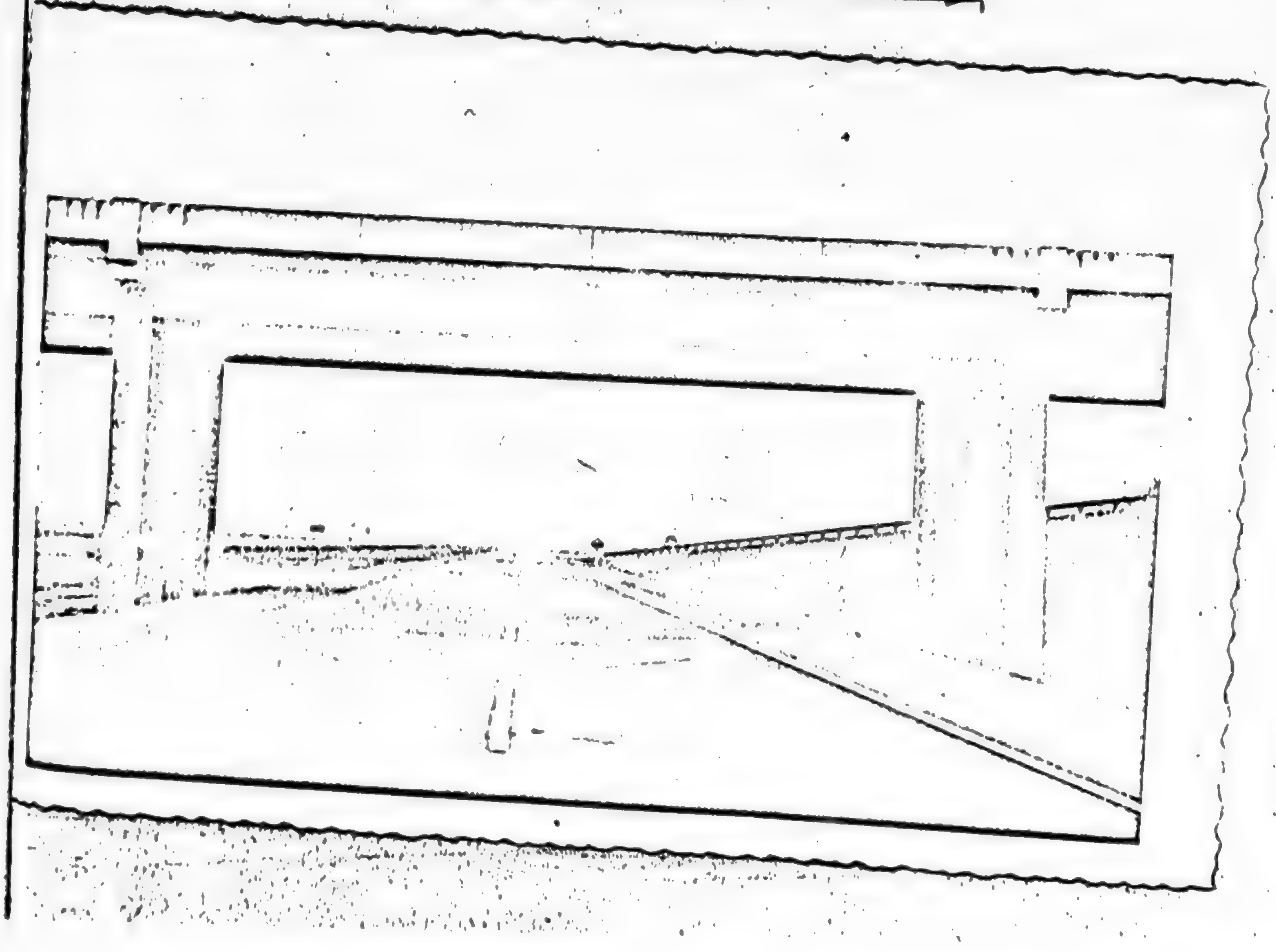
DOUGLAS County. Inspected 11-21-58 by BANGERT Location No. ~~211.64~~

Now 106.71

LOOKING SOUTH

SOUTH BOUND LANE





1-167—4M—Revised—8-56

3

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

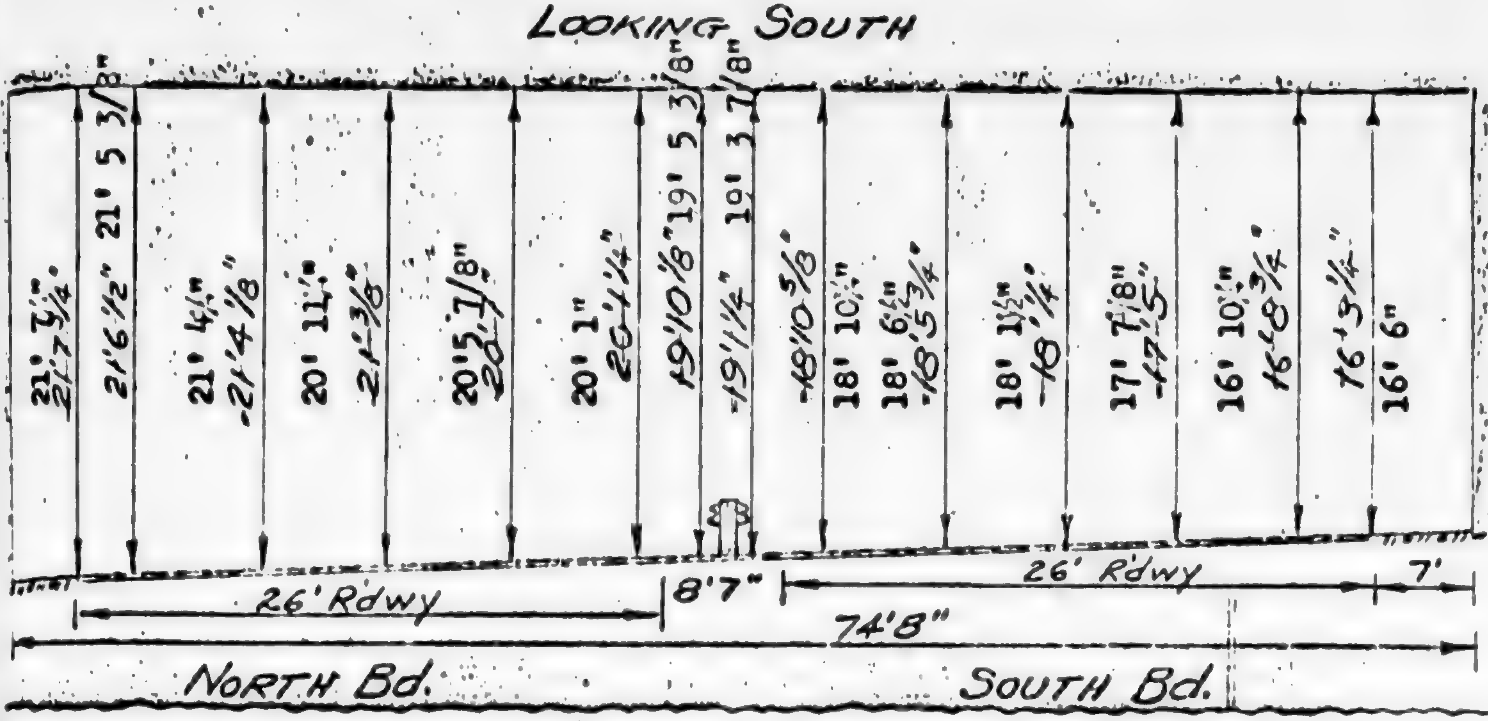
Bridge No. 8026

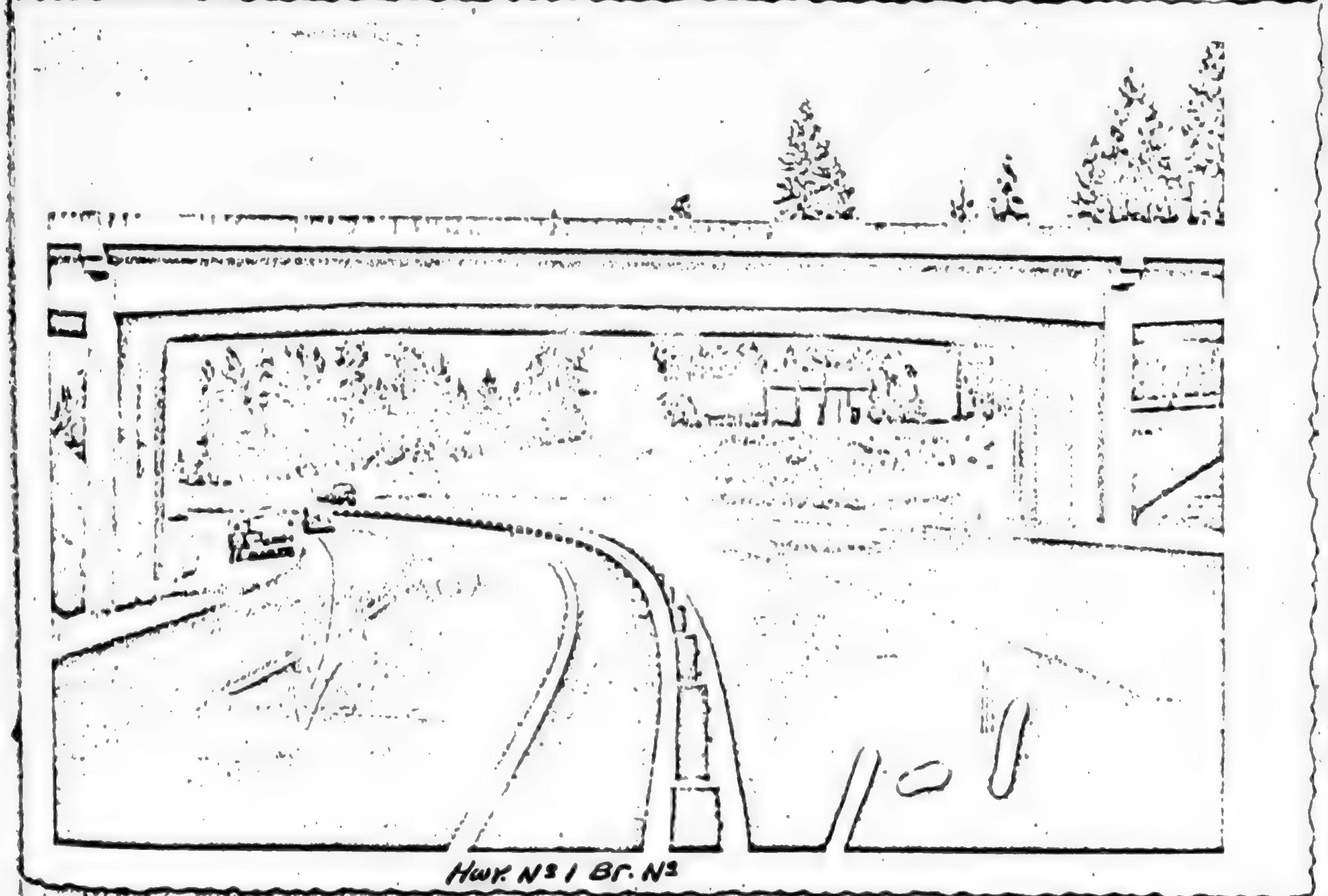
over UXING GAZLEY ROAD on PACIFIC Highway No. 1

DOUGLAS County. Inspected SEPT 1957 by BANGERT Location No. 216 46

101 87 New

LOOKING SOUTH





Form E-177—4M Revised 6-44

(6.

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

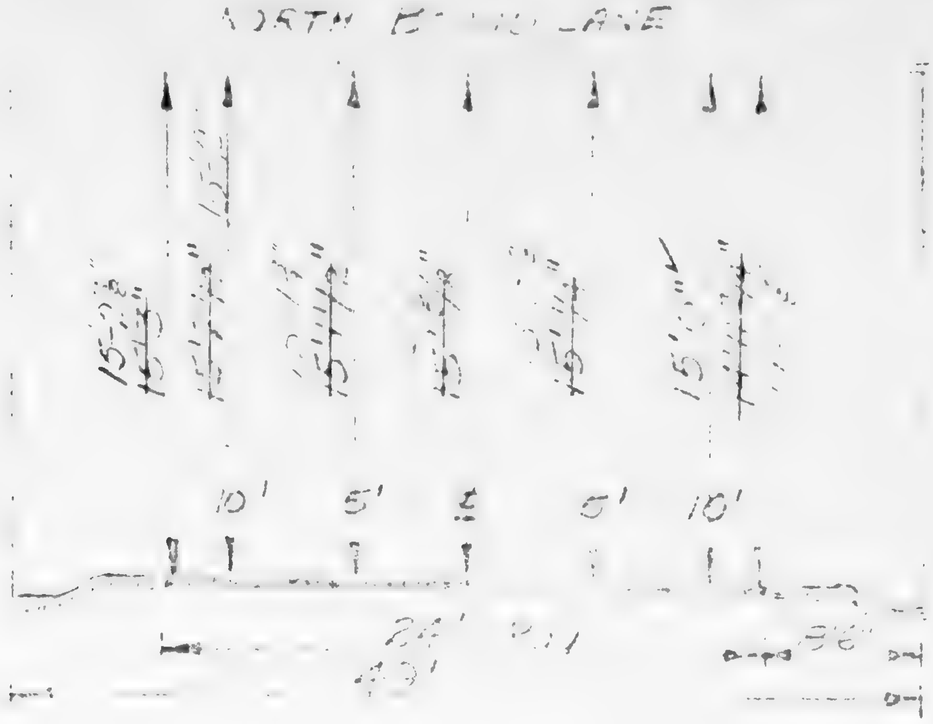
Sheet .... of ....

Bridge No. 7053

Bridge over [illegible] ROAD Conn. on PACIFIC Highway No. 1

in DOUGLAS County. Inspected 11-24-58 by BANGERT Location No. ~~211 ...~~ 106.71

REVISED FEB 3 1984 LOOKING SOUTH J. C[illegible]



Form E-167—5M Revised 9-18

(6)

Oregon State Highway Commission

BRIDGE INVENTORY INSPECTION RECORD

Sheet .... of ....

Bridge No. 7953

Bridge over [illegible] on [illegible] Highway No. 1

in DOUGLAS County. Inspected [illegible] by BANGERT Location No. ~~[illegible]~~

REVISED FEB. 7 1961 [illegible] J CHILDS 10671

1 Vandeberg 1
2 A. Olson ao
3 Tobin 4
Swanson
R. Olson
Trout 4

RECEIVED
JUL 3
ROAD DESIGN SECTION

Other

Myrtle Cr - Canyonville
I-5

MCE RSB-- 1C 7-3-73 11-32 AM

ADRAIN OLSON

HAVE REVIEWED CONDITIONS VERBALLY WITH SECTION FOREMEN AND BRIDGE FOREMEN AT FORDS BRIDGE ON I-5. BOTH STATE THAT THERE IS NO PROBLEM WITH ACCIDENTS. BRIDGE FOREMAN STATES HE HAS NEVER HAD TO REPAIR ANY DAMAGE CAUSEDR BY ACCIDENTS. CHECKED THE REPORTED ACCIDENTS FOR 1970, 71 AND 72. NO PROBLEM.

GLEN CLARK

JW--.

NOTED
W. E. COLE

[illegible] justification was for bridge widening [illegible] 7/3/73

5142

10

RECEIVED
STATE HWY ENGR
OCT 26 '72
REFER TO
FOR
Info | Inves | R/D | D/R

September 13, 1972

Mr. Patrick L. Dugan, Planner
C.C.D. Economic Improvement Association
830 S. E. Douglas Avenue
Roseburg, Oregon 97470

Dear Mr. Dugan:

Re: Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

This is in reply to your letter of September 6 concerning a possible on-ramp southbound at the North Canyonville Interchange.

I am pleased to inform you that we have received approval of the Federal Highway Administration to include this additional southbound on-ramp in our future safety program.

Very truly yours,

George W. Baldwin
Administrator of Highways

By

D. S. Hunter
Assistant State Highway Engineer

DNS:jh jf

bc: George Baldwin
F. B. Klaboe
Frank Hall
J. H. Versteeg

#146.

C. C. D.

ECONOMIC IMPROVEMENT ASSOCIATION

COOS - CURRY - DOUGLAS

830 S. E. DOUGLAS AVENUE • ROSEBURG, OREGON 97470 • TELEPHONE (503) 672-6728

Hunter-R R/D
for GMB

September 6, 1972

Mr. George Baldwin
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

On June 29, 1972, at the Corridor Design Hearings held in Canyonville, Oregon, the local community of Canyonville and other interested parties presented a need for a freeway modification consisting of southbound on-ramp to the freeway just north of the City of Canyonville. We refer you to the transcript of this hearing that was held at 7:30 p.m. on June 29, at the Junior High School gym in Canyonville, Oregon, as was prepared by your staff. Our Association had presented testimony at this hearing indicating the economic importance of this proposed construction.

At the time of the hearing your staff had indicated that this proposed construction would be beyond the realm of that hearing since it was regarding the already planned freeway modifications and this proposal had not been included in the original plan. However, your staff did indicate that this testimony would be heard and that such a proposal could be included in future designs of the freeway in the area.

Now that the hearings have been completed and the transcript published, our Association would be interested in learning of any plans that your department is now considering regarding this proposal by the community. As we had stated in our testimony at the hearing, this proposed highway improvement should have a significant economic impact on a community that needs economic growth. Any information that you will be able to provide us regarding this matter would be greatly appreciated.

Thank you for your consideration.

Very truly yours,

Patrick L. Dugan
Planner

PLD:cw

RECEIVED
SEP 7
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 22, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)98
Myrtle Creek-Canyonville Section
Pacific Highway
N. Canyonville Interchange

Your August 14, 1972 request for a southbound onramp at subject interchange has been carefully evaluated.

The southbound offramp revision has been previously approved for Interstate funding based on the potential hazard of a wrong-way movement. It is now apparent that the southbound onramp should have been included in the revision in order to alleviate the undesirable travel through the residential and commercial areas in southbound traffic returning to the freeway.

A signed copy of the interchange layout is returned herewith. Construction of the ramp is eligible for Interstate funding and should be included as part of the safety project in the area.

Enclosure

RECEIVED
STATE HWY ENGR
AUG 28 '72
REFER TO
FBK
FOR

RECEIVED
AUG 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

August 14, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM

E. S. Hunter
Assistant State Highway Engineer

SUBJECT N. Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

In May of this year your office tentatively approved a new southbound off-ramp for the N. Canyonville Interchange to replace the existing ramp farther to the north. This is to be constructed as a part of the proposed safety project in the area.

A corridor-design public hearing for this section was held on June 29 in Canyonville. Almost without exception everyone who spoke at the meeting or submitted written remarks requested a southbound on-ramp at N. Canyonville in addition to the proposed revisions.

There is a restaurant on the west side of the highway at the N. Canyonville Interchange which apparently is quite attractive to truck drivers. The problem is that after using the restaurant's services the trucks heading south must use either the westerly frontage road or go through town to reach the only southbound on-ramp in the area. A small map is attached showing these two routes colored.

Such routes necessitate these trucks passing a retirement home, a hospital, and an elementary school. There is considerable pedestrian traffic at all of these facilities. Not only is there a chance of being run down but the noise created by these large trucks is deafening.

We can certainly sympathize with these residents in their problem and can add our support to their request. A plan is enclosed of a recommended design which not only adds the ramp but closes the west frontage road to through traffic. Requests for closure have been received from property owners along this frontage road.

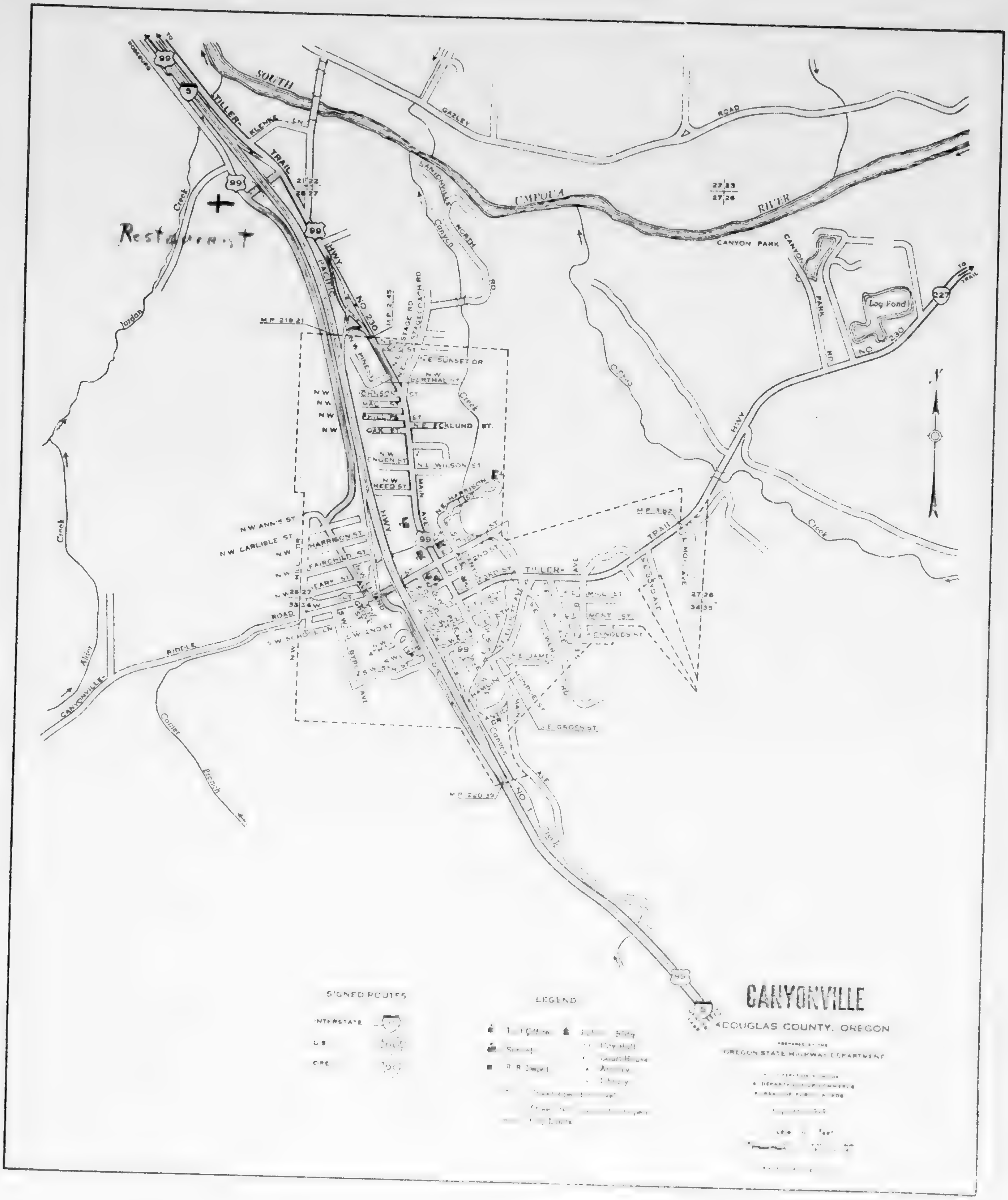
The proposed on-ramp will not conflict with the off-ramp southerly at First Street as there is more than adequate distance for the weave. The cost is estimated at $135,000.

From a safety, as well as environmental, standpoint it is felt this ramp should be included in the proposed project. Your approval is requested.

Attachments

DNS:jh if

bc: Tom Edwards
F. P. Klaboe
Frank Hall



CANYONVILLE
DOUGLAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 11,1972

SUBJECT: Myrtle Creek-Canyonville Sec.
Pacific Highway
Douglas County

To: A.D. Olson
Preliminary Design Engineer
SALEM

In reviewing your study plan for the North Canyonville Interchange, we would like to see more seperation between the frontage road and the exit ramp between stations 450+00 and 455+00.

J H Versteeg
JAMES H. VERSTEEG
Regional Engineer

RS/sn

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-2(56)100

STATE PROJECT NO.: MYRTLE CREEK – CANYONVILLE SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-497

COUNTY NAME: DOUGLAS

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 7, 1972

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE I-5

STATE ROUTE NUMBER: PACIFIC HIGHWAY

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. YOUNG'S 7-26-72 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING PRELIMINARY ENGINEERING TO THE CHARACTER OF THE PROPOSED WORK NECESSARY FOR THE REVISION OF NORTH CANYONVILLE INTERCHANGE. YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ PRELIMINARY ENGINEERING TO DETERMINE LOCATION AND DESIGN

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* MINOR PROGRAM CHANGE.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS

REMARKS

NOTED
E. S. HUNTER

cc Young - Info
8-16-72

DATE: 8-7-72

SIGNATURE OF APPROVING OFFICIAL

TITLE: ACTING DIVISION ENGINEER

FORM PR-1240
REV. [illegible]

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Orogon
August 2, 1972

SUBJECT: Ramp-Frontage Road Problems
North Canyonville Interchange
Pacific Highway
Douglas County

To: Frank Hall
Design Engineer
S A L E M

We have studied the ramp-frontage road problems on the North Canyonville Interchange adjacent to the Three "J" Restaurant. A southbound on ramp at this location was the subject of considerable discussion at the recent hearing.

Submitted are plans and cost estimate for two proposals at this location. Alternate "A" would provide the southbound on ramp and is estimated to cost $260,000. Alternate "B" is the plan submitted at the hearing which continues the frontage road connection to the south. This plan is estimated at $230,000.

It is our recommendation that alternate "A", with an on ramp, is the plan that should be adopted. While the costs are slightly higher, there are many other favorable aspects that outweigh this one disadvantage.

JAMES H. VERSTEEG
Regional Engineer

JHV/sn
attachs.
cc E.S. Hunter ✓
F.B. Klaboe

RECEIVED
AUG 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8-8-72
cc R.H. Young
Ltr by F.Hall
ESH

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 1, 1972

SUBJECT: N. Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

To: Mr. J. H. Versteeg
Region Engineer
OFFICE

Submitted herewith are two (2) plans with Quantity & Costs Summaries on the subject project. (Plan "A" & Plan "B").

Plan "A" involves the construction of entrance and exit ramp and a frontage road. This frontage road begins near the existing box culvert and continues to the south entrance of the restaurant. The existing frontage road from the restaurant to the second point of access will be eliminated partially by construction of the entrance ramp. A cul-de-sac will be constructed at the second access point.

The estimated cost of this plan will be as follows:

Entrance Ramp	$123,818.52
Exit Ramp	46,119.05
Frontage Road	38,051.69
R/W	15,000.00
Improvements (3 signs)	35,000.00
Total Estimated Cost	$257,989.26

This cost could be reduced by $15,000.00 if an easement could be obtained to build the frontage road.

The cost could vary depending on how or if the excess excavation, approximately 21,250 cubic yards, could be wasted. Some could be used in contouring ramps. If a waste area could be found in the vicinity of the interchange the excess material could be moved by scrapers. If a suitable waste area could not be found, a truck operation would have to be used.

Plan "B" shows the exit ramp and the frontage road. This frontage road is similar to that of Plan "A" except it continues from the restaurant entrance into the hill and ties into the existing facility.

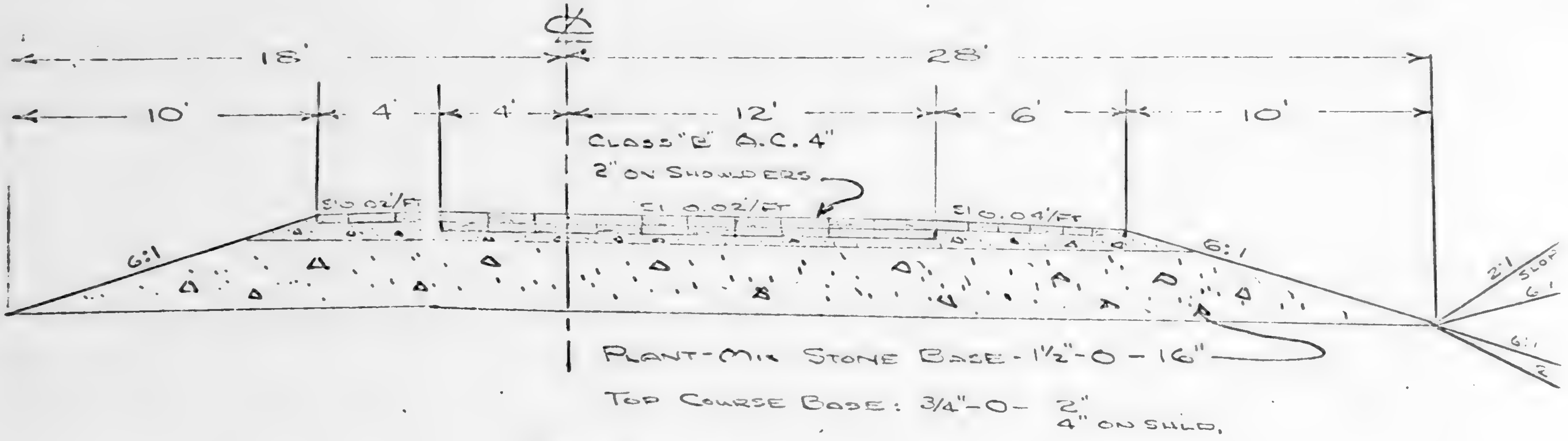
The estimated cost of Plan "B" is as follows:

Exit Ramp	$46,119.05
Frontage Road	128,126.67
R/W	20,000.00
Improvements (3 signs)	35,000.00
Total	$229,245.72

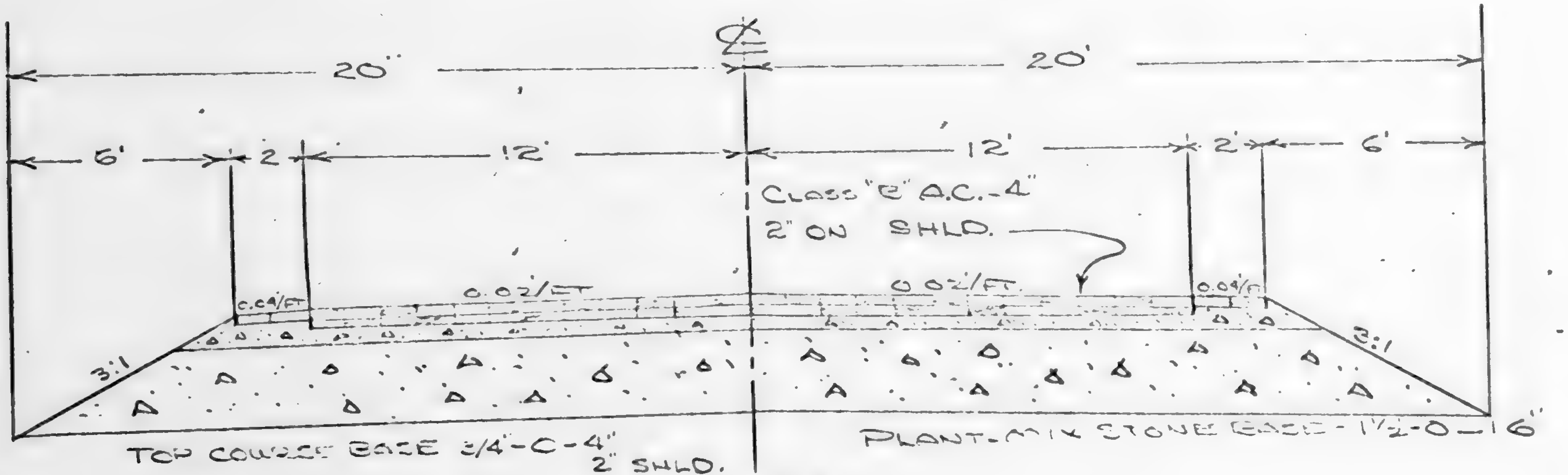
This plan also has the problem of the excess excavation and where to waste it.

RICHARD J. STEYSKAL
Engineer-Designer

RJS/cw
Attach.
cc File



ONE-WAY RAMP



FRONTAGE ROAD

TYPICAL SECTIONS

N. CANYONVILLE INTCHGE.

MYRTLE CR.-CANYONVILLE SECTION

PACIFIC HIGHWAY - DOUGLAS CO.

JULY

N. Canyonville Interchange

JECT: Myrtle Creek-Canyonville HIGHWAY: Pacific

TY: Douglas PREFIX: 610-1903-901

Entrance Ramp

PLAN "A"

PAGE 1 of

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE
Temporary Protection & Direction of Traffic	Lump Sum				$1000.
Clearing & Grubbing	Lump Sum				500.
Removal of A.C. Pavement	Sq. Yd.	1,560	160	1,720	1.
General Excavation	Cu. Yd.	29,630	3000	32,630	1.
Finish Roadbed & Slopes (0.36 mi.)	Lump Sum				1650.
Watering	M-Gal	35	5	40	3.
Plant Mix Stone Base	Ton	5,180	520	5,700	3.
3/4"-0 Leveling Course	Ton	785	75	860	3.
Class "B" A.C. Mixture	Ton	895	45	940	6.
Asphalt in Mixture	Ton	50	3	53	45.
Guide Posts Y-2	Each	18	2	20	5.
Type 2 Fence	Lin. Ft.	825	85	910	0.
Extra for A.C. App.	Each	1	0	1	70.
Flagging					500.
Mobilization (5%)					
Engineering & Contingencies (40%)					
TOTAL					

erchange

Canyonville HIGHWAY: Pacific Entrance Ramp PAGE 1 of 1 PAGES

PREFIX: 61C-1903-901 PLAN "A"

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
ction & Direction of Traffic	Lump Sum				$1000.00	$1,000.00
bing	Lump Sum				500.00	500.00
Pavement	Sq. Yd.	1,560	160	1,720	1.00	1,720.00
ion	Cu. Yd.	29,630	3000	32,630	1.50	48,945.00
& Slopes (0.36 mi.)	Lump Sum				1650.00/mi.	594.00
	M-Gal	35	5	40	3.85	154.00
Base	Ton	5,180	520	5,700	3.10	17,670.00
Course	Ton	785	75	860	3.90	3,354.00
Mixture	Ton	895	45	940	6.95	6,533.00
ure	Ton	50	3	53	45.00	2,385.00
	Each	18	2	20	8.15	163.00
	Lin. Ft.	825	85	910	0.80	728.00
App.	Each	1	0	1	70.00	70.00
					500.00	500.00
						84,316.00
(5%)						4,215.80
						[illegible],441.[illegible]0
& Contingencies (40%)						35,37[illegible].72
TOTAL						123,[illegible]

anyonville Interchange

CT: Myrtle Creek-Canyonville HIGHWAY: Pacific Frontage Road

Y: Douglas PREFIX: 610-1903-901 PLAN "A" PAGE 1 of

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE
Temporary Protection & Direction of Traffic	Lump Sum				250.0
Clearing & Grubbing	Lump Sum				250.0
Finish Roadbed & Slopes (0.24 mi.)	Lump Sum				1650.0
Plant-Mix Stone Base	Ton	4,140	410	4,550	3.1
3/4"-0 Leveling Course	Ton	320	30	350	3.9
Class "B" A.C. Mixture	Ton	790	40	830	6.
Asphalt in Mixture	Ton	43	2	45	45.0
Type 2 Fence	Lin. Ft.	1,200	120	1,320	0.
Extra for A.C. approaches	Each	5	1	6	70.0
Flagging					250.00
Mobilization (5%)					
Engineering & Contingencies (40%)					
TOTAL					

rchange

Canyonville HIGHWAY: Pacific Frontage Road

PREFIX: 610-1903-901 PLAN "A" PAGE 1 of 1 PAGES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
tion & Direction of Traffic	Lump Sum				250.00	250.00
ing	Lump Sum				250.00	250.00
Slopes (0.24 mi.)	Lump Sum				1650.00/mi.	396.00
Base	Ton	4,140	410	4,550	3.10	14,105.00
Course	Ton	320	30	350	3.90	1,365.00
xture	Ton	790	40	830	6.95	5,768.50
re	Ton	43	2	45	45.00	2,025.00
	Lin. Ft.	1,200	120	1,320	0.80	1,056.00
proaches	Each	5	1	6	70.00	420.00
					250.00	250.00
						$25,885.50
(5%)						1,294.28
						$27,179.78
Contingencies (40%)						10,871.91
TOTAL						$38,051.69

N. Canyonville Interchange

JECT: Myrtle Creek-Canyonville HIGHWAY: Pacific Frontage Road

NTY: Douglas PREFIX: 610-1003-001 PLAN "B" PAGE 1

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNI PRI
Temporary Protection & Direction of Traffic	Lump Sum				
Clearing & Grubbing	Lump Sum				
General Excavation	Cu. Yd.	27,260	2,740	30,000	
Finish Roadbed & Slopes (0.38 Mi.)	Lump Sum				1,
Plant-Mix Stone Base	Ton	6,560	660	7,220	
3/4"-0 Leveling Course	Ton	873	87	960	
Class "B" A.C. Mixture	Ton	1,313	67	1,380	
Asphalt in Mixture	Ton	72	3	75	
Type 2 Fence	Lin. Ft.	1,400	140	1,540	
Extra for A.C. Approaches	Each	3	0	3	
Flagging					
Mobilization (5%)					
Engineering & Contingencies (40%)					
Total					

le Interchange

reek-Canyonville HIGHWAY: Pacific Frontage Road

FREFIX: 610-1093-001 PLAN "B" PAGE 1 of 1 PAGES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
otection & Direction of Traffic	Lump Sum				250.00	250.00
rubbing	Lump Sum				500.00	500.00
vation	Cu. Yd.	27,260	2,740	30,000	1.50	45,000.00
ed & Slopes (0.38 Mi.)	Lump Sum				1,650.00/mi.	627.00
one Base	Ton	6,560	660	7,220	3.10	22,332.00
ng Course	Ton	873	87	960	3.90	3,744.00
C. Mixture	Ton	1,313	67	1,380	6.95	9,591.00
ixture	Ton	72	3	75	45.00	3,375.00
	Lin. Ft.	1,400	140	1,540	0.80	1,232.00
C. Approaches	Each	3	0	3	70.00	210.00
					250.00	250.00
						87,161.00
ion (5%)						4,358.05
						91,519.05
ng & Contingencies (40%)						36,607.62
Total						28,126.67

Canyonville Interchange

OJECT: Myrtle Creek-Canyonville HIGHWAY: Pacific

UNTY: PREFIX:

Exit Ramp

PLAN "A" and "B"

P/

EM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY
	Temporary Protection & Direction of Traffic	Lump Sum			
	Clearing & Grubbing	Lump Sum			
	Removal of A.C. Pavement	Sq. Yd.	3,330	330	3,660
	Finish Roadbed & Slopes (0.21 mi.)	Lump Sum			
	Plant Mix Stone Base	Ton	4,990	500	5,490
	3/4"-0 Leveling Course	Ton	533	57	590
	Class "B" A.C. Mixture	Ton	583	37	620
	Asphalt in Mixture	Ton	32	3	35
	Guide Posts	Each	18	2	20
	Flagging				
	Mobilization (5%)				
	Engineering & Contingencies (40%)				
	Total				

ific Interchange

Creek-Canyonville HIGHWAY: Pacific Exit Ramp

FREFIX: PLAN "A" and "B" PAGE 1 of 1 PAGES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TO AMOU
Protection & Direction of Traffic	Lump Sum				1,000.00	1,00
Grubbing	Lump Sum				500.00	50
A.C. Pavement	Sq. Yd.	3,330	330	3,660	1.00	3,66
dbed & Slopes (0.21 mi.)	Lump Sum				1,650.00/mi.	34
Stone Base	Ton	4,990	500	5,490	3.10	17,01
ling Course	Ton	533	57	590	3.90	2,3
A.C. Mixture	Ton	583	37	620	6.95	4,30
Mixture	Ton	32	3	35	45.00	1,57
s	Each	18	2	20	8.15	16
G					500.00	50
						$31,37
tion (5%)						1,56
						32,94
ing & Contingencies (40%)						13,17
Total						$46,11

K

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 26, 1972

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project No. I-5-2(56)100
Myrtle Cr. - Canyonville Section
Preliminary Engineering

We hereby request your approval of a minor program change to add to the character of proposed work, preliminary engineering necessary for the revision of the North Canyonville Interchange.

The revision of this interchange and eligibility for interstate funding was approved by Mr. Simpson's letter of May 4, 1972.

We further request your authorization to proceed with the preliminary engineering work necessary for the interchange revision through location/design approval. No increase in total cost or federal funds for the project as presently under project agreement is anticipated for this phase of preliminary engineering work for this additional interchange. The estimated cost for the P. S. & E. phase for the N. Canyonville Interchange is $3,000 which will be retained in program status until such time as your approval of the location/design is received.

DAR:kds

FORM E-30 (REV. 10-69)

15

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 14, 1972

SUBJECT: Myrtle Creek - Canyonville Section
Pacific Highway
Douglas County

To: Frank Hall
Design Engineer
SALEM

Submitted are a cost estimate and a report by Glen Clark on the proposed on ramp to I-5 from Canyonville (3 J's). We have had numerous inquiries concerning this proposed ramp and will be recommended very strongly by local residents at the public hearing this month.

J H Versteeg
JAMES H. VERSTEEG
Regional Engineer

JHV/sn
attachs.
cc F.B. Klaboe
Robert Schroeder
E.S. Hunter
Al Bates
Glen Clark

i H

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

[illegible]

SUBJECT: [illegible] Creek - Canyonville Section
Pacific Highway
Douglas County

To: [illegible]
[illegible]
Roseburg, Oregon

Following is an estimate for constructing [illegible] southbound [illegible] ramp [illegible] at Canyonville.

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
[illegible] Excavation	55,[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Conc. [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] in [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]
Miscellaneous Items (20%)				[illegible]
		Subtotal		[illegible]
[illegible] ([illegible])				[illegible]
Engineering & Contingencies (20%)				[illegible]
		TOTAL		[illegible]

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 6, 1972

SUBJECT: Traffic Conditions
Pacific Highway
Canyonville Area

To: James H. Versteeg
Regional Engineer

The attached letter dated May 31, 1972, is from Ms. Lavell M. Ross, City Recorder, Canyonville, asking for construction of a southbound On-ramp at the North Canyonville Interchange. Noise and exhaust fumes of trucks on the Frontage Road are cited in relation to the retirement home and hospital as justification of such construction.

The attached map shows in red the Frontage Road route for southbound vehicles wishing to proceed south on I-5. This route has a design speed of 20 to 30 m.p.h. with 90° curves and adverse vertical alignment. The 1971 machine count data indicated some 445 vehicles on this Frontage Road (both directions). Thus, some 225 vehicles use this facility and not all of this would originate at the 3J's area. Some would be from Stanton Park and southbound off-ramp traffic.

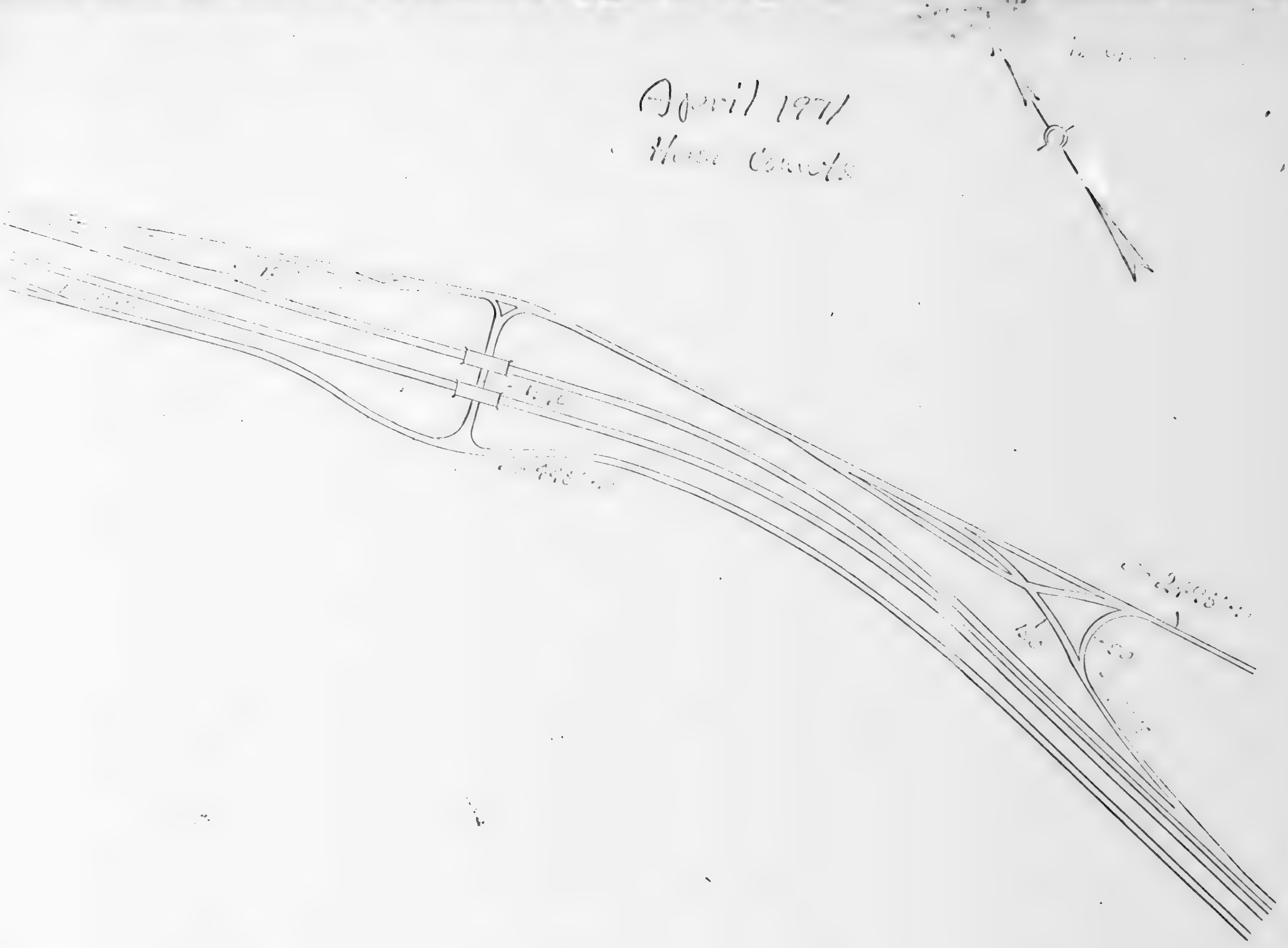
Mr. Hanks in our Salem planning section, estimates 200 vehicles per day, and no more than 300 vehicles per day on any on-ramp constructed at this location. The total on-ramp traffic was only 409 at the south Interchange in 1971. This figure must include a substantial amount from the Tiller-Trail Highway and CBD to the west.

The alternate path from the 3J's area to I-5 southbound is via the main streets of the community. These streets already carry 2,500 vehicles per day. The schools exist along this route and several crossings exist for young children.

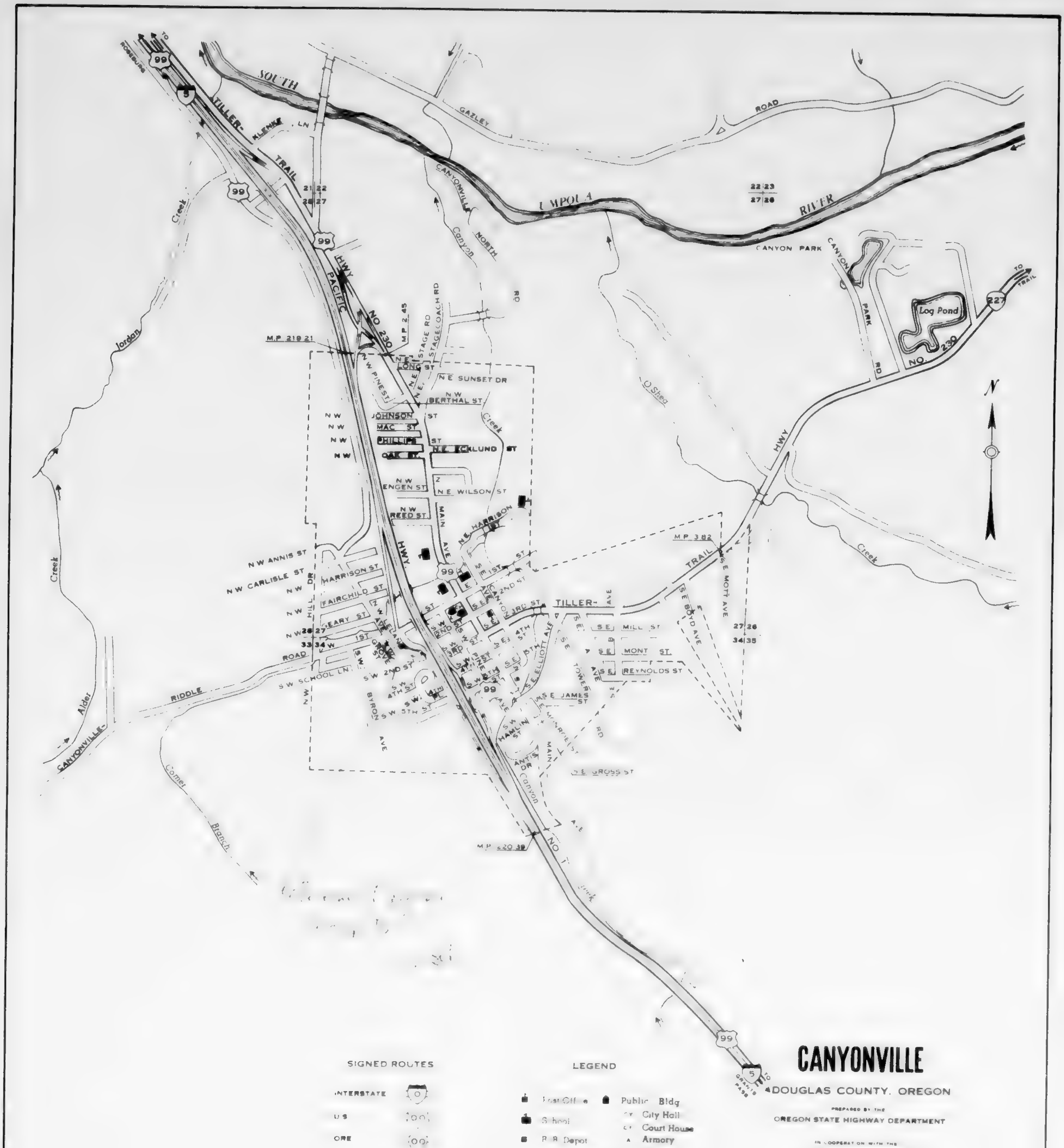
In summary, the present Frontage Road attracts a total volume of somewhat less than 500 vehicles per day. The alignment and grade are bad but will serve the current needs into the foreseeable future. An alternate path exists with more volume and school conflicts. A new on-ramp would serve 200-300 vehicles per day at the present time. The slight inconvenience to the retirement home and hospital does not justify the expense of a new on-ramp which would benefit a minor number of motorists.

[illegible] L. Clark
Region Traffic Engineer

[illegible]/ln
attachs.



April 1971
[illegible] County



CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 999

Revised February 1966

RECEIVED
JUN 19 1972
FOR FILING

8/1

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

June 7, 1972

Mr. George Baldwin, Administrator
Highway Division
Highway Building
Salem, Oregon 97310

Re: Myrtle Cr.-Canyonville
PNRS #7205 2 280

Dear George:

This is to notify you that the State Clearinghouse has completed the review of your proposal.

Your Notice of Intent was referred to the appropriate state agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95. Comments of the appropriate local reviewing agencies should also be included.

Sincerely,

Cleighton Penwell

cc: June 12, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
J.C. McCormick

J.H. Versteeg

CP:nm 6-9-72

Young

NOTED
E. S. HUNTER

RECEIVED
JUN 12 1972

BEN GIFFORD

7146

RECEIVED

FOR FILING

R

June 7, 1972

Mrs. LaVelle M. Ross
City Recorder
City of Canyonville
Canyonville, OR 97417

Dear Mrs. Ross:

We have your letter concerning plans for reconstruction of Interstate 5 in the vicinity of Canyonville.

I agree that serious consideration should be given to a new access for southbound traffic from the North Canyonville interchange; however, we have been unable to convince the Federal Highway Administration of the merits of this proposal.

Since there is not sufficient time to include this proposal in the hearing procedure, it is suggested that City officials and other interested individuals or organizations make their wishes known concerning this additional interchange leg at the hearing. I have forwarded your letter to the Commission Secretary and have instructed him to include it as part of the hearing records.

We appreciate having your comments on this proposal.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc Rep. W. E. Markham

bc George M. Baldwin
Tom Edwards
Floyd Query -- Please include in the hearing minutes.
H. J. Versteeg
H. S. Cox

FBK:ia

• CITY HALL • • CITY OF CANYONVILLE •
CANYONVILLE, OREGON 97417

May 31, 1972.

Mr. Fred Klaboe
Staff Engineer
State Highway Dept
Salem, Oregon 97310

Dear Mr. Klaboe:

In regards to the up-coming public meeting at our City Hall on the proposed plans for reconstruction and up-dating of the current interchanges on I-5 on the Myrtle Creek-Canyonville sections within the area of Canyonville, we would like to have your department consider seriously, our request for a new access for South bound traffic, as follows:

When the City originally agreed to the West side frontage road as an access approach to I-5 (South bound) the Jeffries Cafe and Club and truck stop, was not in existance. Since they have established their business on the North-West boundry of the City, all the south bound traffic from their place of business, has to travel the frontage road, from the north bounary to the South bounary, thru the West side of town.

This creates a noise problem, especially from the large freight trucks pulling in low gears on the up and down slopes in the road. Truck fumes and well as car fumes have created quite a problem also. This has become a special problem to the hospital and senior residence home located on frontage road. Also, the road is narrow and winding and the trucks create a traffic hazard.

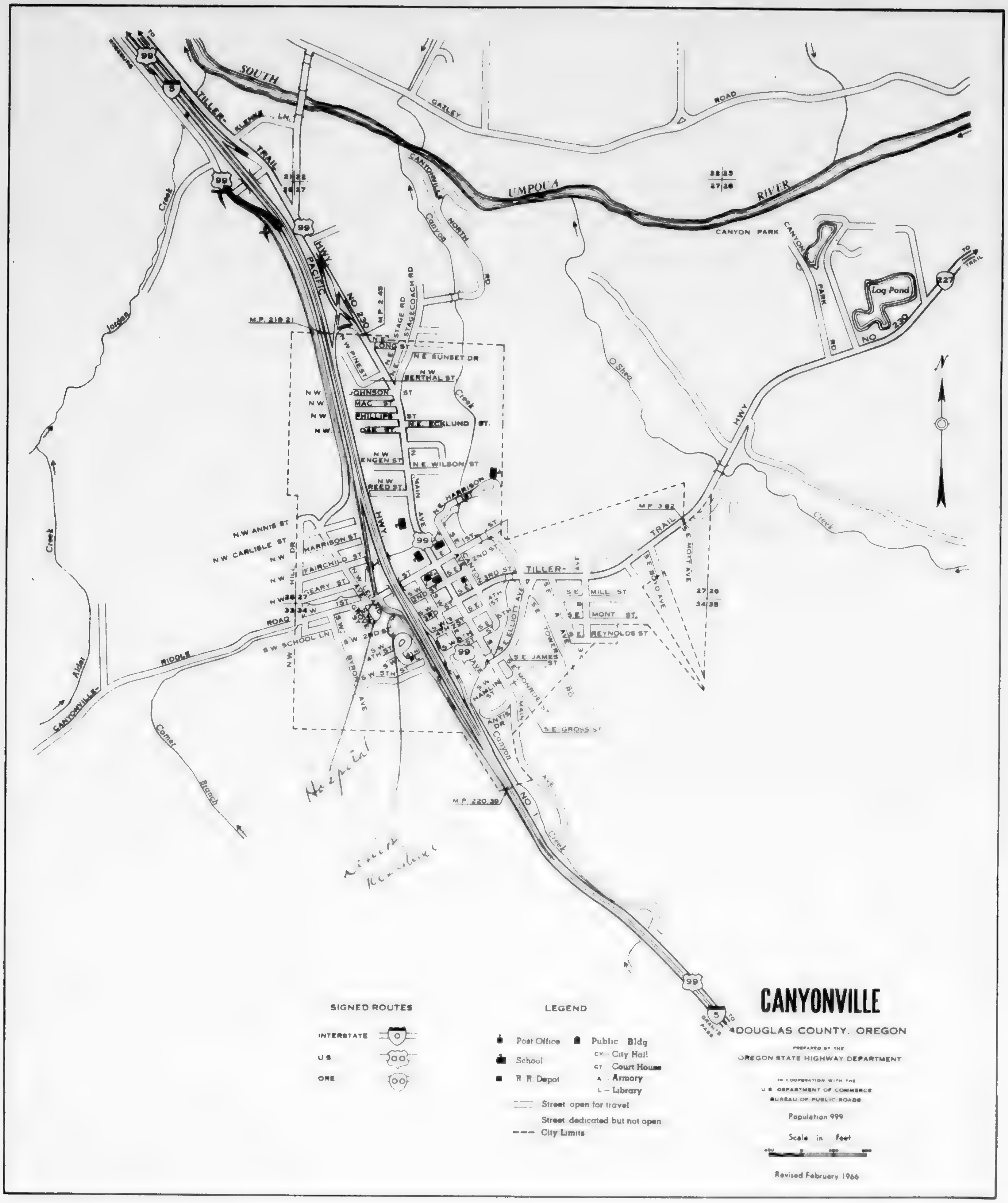
Our hopes are that a new access be made at the Jeffries truck stop business, at the North edge of town. This would put the south bound traffic onto the highway directly in front of the Jeffries business, where it should be. The attached map shows the present frontage road and south bound access in RED. The proposal we request is shown in GREEN.

We are sure that if your department looks into this matter, you will agree that our request is of the up-most importance, especially to the health and general welfare of our City.

Yours truly,

LaVelle M. Ross, City Recorder

cc: H. S. Cox, Salem
Hal Versteeg, Roseburg



CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 999

Revised February 1966

14-3

Canyonville --
Myrtle Cr.-Canyonv. Secs.

• CITY HALL • **• CITY OF CANYONVILLE •**

CANYONVILLE, OREGON 97417

I-5

RECEIVED
COUNTY & CITY SECTION
JUN 1 1972

May 31, 1972.

RECEIVED
JUN 2 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring up
Other

Mr. Fred Klaboe
Staff Engineer
State Highway Dept
Salem, Oregon 97310

Dear Mr. Klaboe:

In regards to the up-coming public meeting at our City Hall, on the proposed plans for reconstruction and up-dating of the current interchanges on I-5, on the Myrtle Creek-Canyonville sections within the area of Canyonville, we would like to have your department consider seriously, our request for a new access for South bound traffic, as follows:

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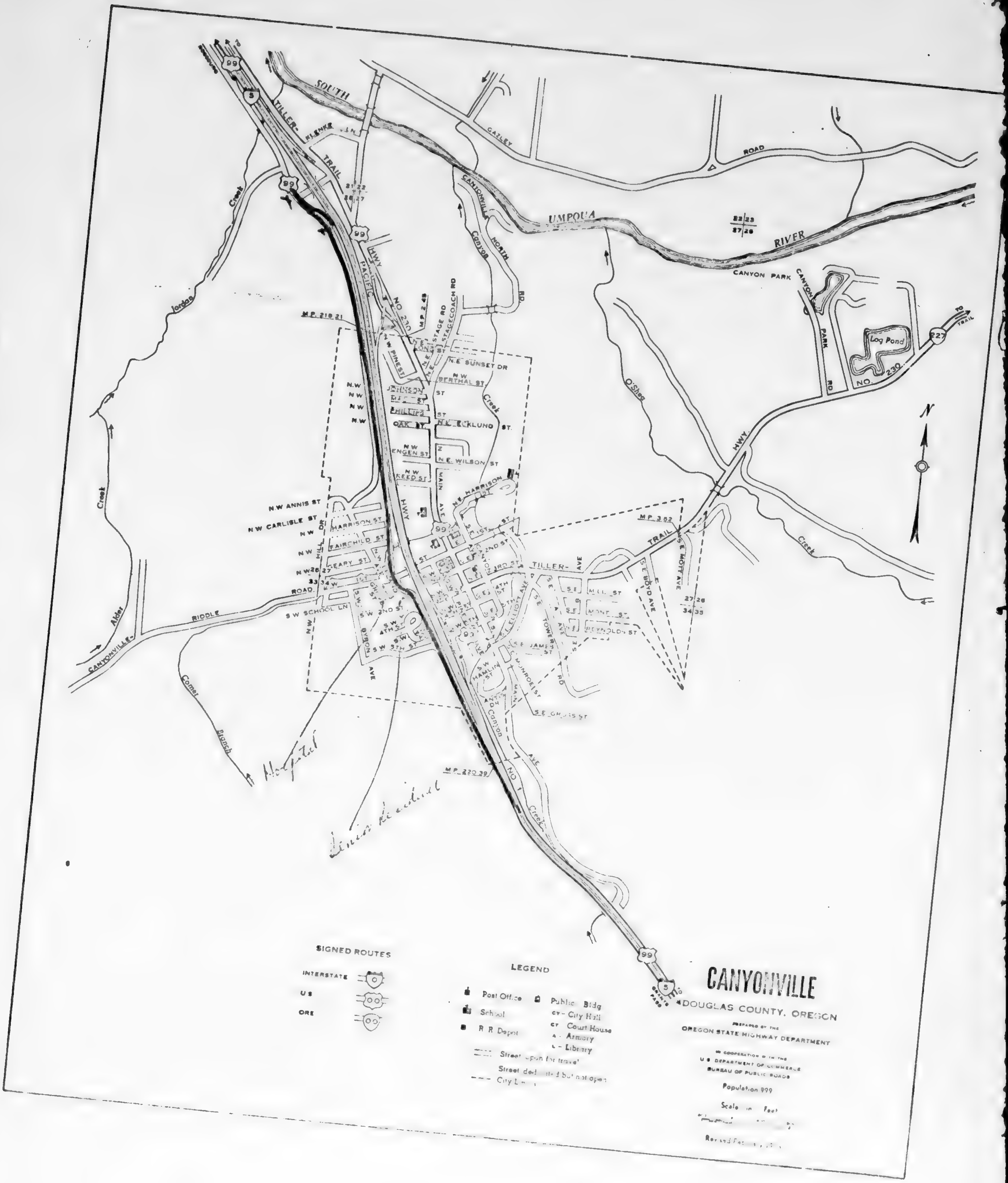
Our hopes are that a new access be made at the Jeffries truck stop business, at the North edge of town. This would put the south bound traffic onto the highway directly in front of the Jeffries business, where it should be. The attached map shows the present frontage road and south bound access in RED. The proposal we request is shown in GREEN.

We are sure that if your department looks into this matter, you will agree that our request is of the up-most importance, especially to the health and general welfare of our City.

Yours truly,

LaVelle M. Ross, City Recorder

cc: H. S. Cox, Salem
Hal Ver[illegible] Roseburg



CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 999

Scale in Feet

Revised February

3144

K

RECEIVED

Don Stoudenmeyer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 18, 1972

SUBJECT: North Canyonville Interchange
Pacific Highway
Canyonville

To: MEMO TO FILE

As instructed, I contacted Mr. Frank Hall, Design Engineer, Salem, and forewarned him that the Mayor of Canyonville was going to correspond requesting a southbound on-ramp as part of our current safety project in this area. I indicated that the owner of the 3J's Restaurant and Truck Stop had indicated to me that he wished the Frontage Road closed and a southbound on-ramp constructed.

He asked that I supply details to Don Stoudenmeyer and have Don brief him with a plan in hand. This was done by phone May 18, 1972.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Region Traffic Engineer

GLC/sn
cc L.E. George
Jack McCormick
Don Stoudenmeyer

APPROVED
John W. Shellhaber
REG. MAINT. ENGR

add.

RECEIVED

K

3144

RECEIVED
[illegible]
FOR FILING

May 10, 1972

Jeffries Timber Corporation
Post Office Box 287
Canyonville, Oregon 97417

Gentlemen:

North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway, Douglas County

In reply to your telephone call of May 1 to Mr. Floyd Query, enclosed is a copy of our preliminary plan for revisions to the North Canyonville Interchange. The design entails a shifting of the existing frontage road on the west side of the highway and the relocation of the southbound off-ramp southerly connecting directly with the crossroad. The existing off-ramp will be removed.

A public hearing is planned on this section in the near future which will encompass this revision.

Very truly yours,

George M. Baldwin
Administrator Of Highways

By

Tom Edwards
State Highway Engineer

Enc.
bc: George M. Baldwin
F. B. Klaboe
E. S. Hunter
V. D. Wolfe
J. H. Versteeg
DNS:jp cg

5-1-72

~~[illegible]~~ Admin.

Jeffries Timber Corp.
PO box 287
Canyonville, Ore. phoned this morning. They are anxious to know what revisions are contemplated at the interchange at the north edge of Canyonville.

F. Emery

RECEIVED
MAY 3 1972
LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 9, 1972

Mr. James H. McGinty
Attorney at Law
Myrtle Creek, Oregon 97457

Dear Mr. McGinty:

This is in reply to your request of May 1 for maps or diagrams of right of way acquisition and construction on the Myrtle Creek-Canyonville Section of the Pacific Highway.

The data presently available is a proposal for revision of the present facility to higher standards of safety. In a few areas additional right of way will be required to accomplish this.

A hearing is scheduled to accept statements regarding this proposal. It is tentatively set for late June. In the intervening time plans will be available, as well as highway personnel, to explain the proposal at our Region Office at 1523 SE Cobb Street in Roseburg.

The proposal documents are rather bulky and need interpretation by engineers. We therefore do not try to make a general distribution to the public. If you have a specific need, our Region Engineer, Mr. J. H. Versteeg, is available in Roseburg.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

GCW:mc

bc E. S. Hunter
J. H. Versteeg

NOTED
E. S. HUNTER

JAMES M. MCGINTY
ATTORNEY AT LAW
MYRTLE CREEK, OREGON 97457
TELEPHONE 863-3321

May 1, 1972

State Engineer
Location Section
Room 225
State Highway Building
Salem, Oregon 97310

In re: Future right-of-way acquisition and construction Myrtle Creek-Canyonville Section

Dear Sir:

Please send me a map or diagram of the future right-of-way acquisition and construction on the Myrtle Creek - Canyonville Section of Pacific Highway (I-5). I shall greatly appreciate this service.

Yours truly,

James
James M. McGinty
Attorney at Law

JM:ba

REFERRED TO Wills BY Location Engineer
RJD

RECEIVED
MAY 2 1972
LOCATION SECTION

314k

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

R.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: Frank Hall, Design Engineer

DATE: May 4, 1972

In reply refer to: 10-35-DB

FROM : G K Hoover
for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(-)
Myrtle Creek-Canyonville Section
North Canyonville Interchange

The proposed revision to the above mentioned interchange has been carefully reviewed. Corrective work includes conversion of the southbound offramp to a normal diamond ramp with a parallel frontage road. This will eliminate the potential wrong way movement that now exists.

The requested revision is approved as submitted and is eligible for Interstate funding. It is suggested that this work be scheduled, if possible, with other safety work in the area.

The condition warrants early correction before additional development occurs and causes a corresponding increase in accident potential.

NOTED
TOM EDWARDS

NOTED
E S HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7146 R.

May 3, 1972

Executive Department
Federal Aid Coordination Unit
320 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 6	Myrtle Cr.-Canyonville Pacific Highway
Federal Aid Interstate	Douglas County

The estimated date of filing for federal-aid funds on this project is July 17, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
J. C. McCormick
J. H. Versteeg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 L. H. Young	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Myrtle Cr.-Canyonville FAI District No. 6	
11	12] PROJECT LOCATION CITY [45 Pacific Highway	46] PROJECT LOCATION COUNTY [79 Douglas

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

05 This project involves preliminary engineering, acquisition of right-of-way,

06 grading, paving, structures and incidental work required to update this

07 section to current Interstate safety standards. Revisions are contemplated

08 on the Weaver-Gazely and Yokum Interchanges.

09 The project is 9.9 miles in length.

10

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
4,465,000		375,000			4,840,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 U.S.C. Highways

15 12] FEDERAL AGENCY NAME [45
Dept. of Transportation
46] FEDERAL SUB-AGENCY NAME [79
Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☒ 39	☐ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	7	17	1972

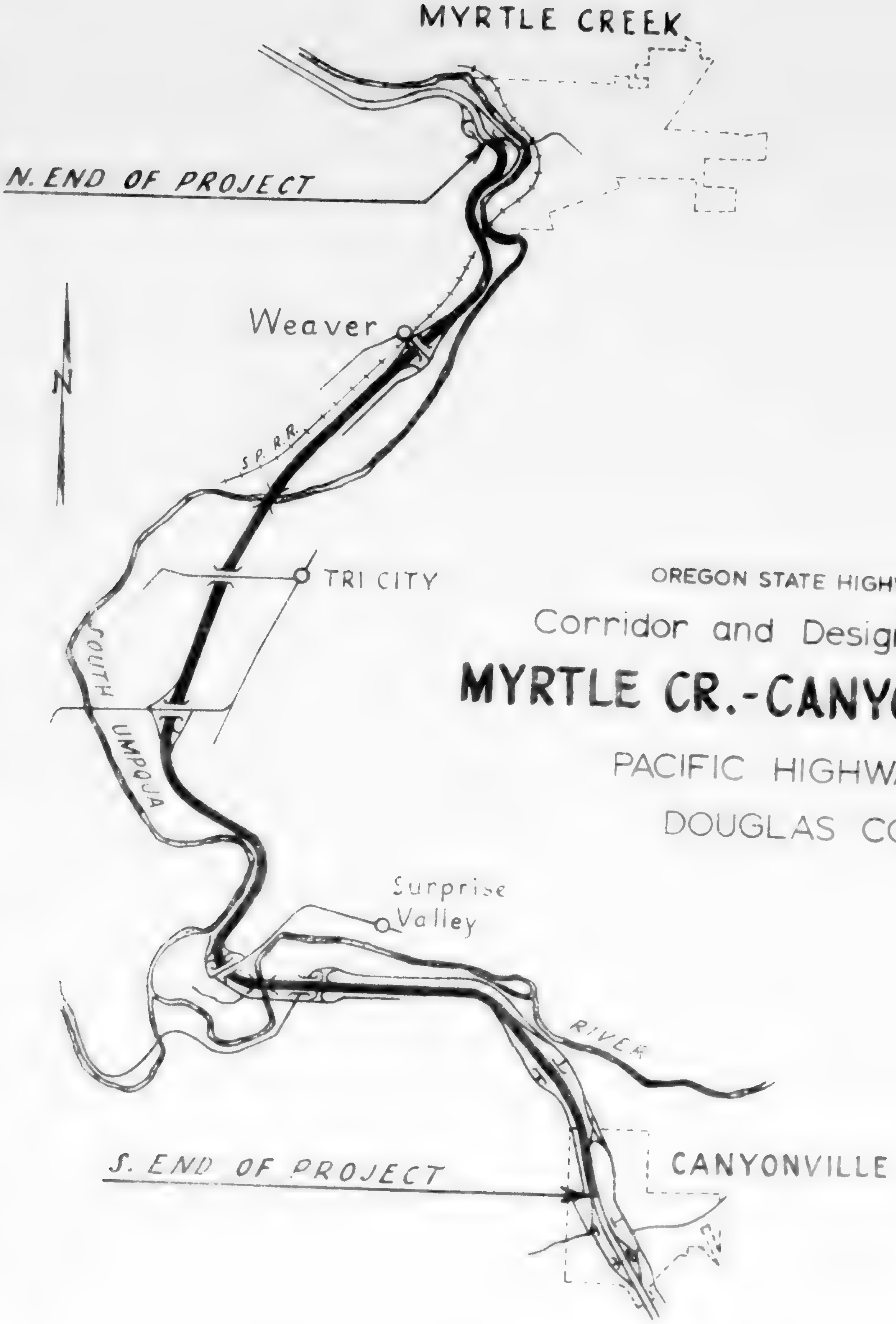
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

MYRTLE CR.-CANYONVILLE SEC.

PACIFIC HIGHWAY (I-5)

DOUGLAS COUNTY



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Dept. of Transportation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem 76] ZIP [80 97310
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01	12] PROJECT TITLE [71 Myrtle Cr.-Canyonville FAI District No. 6	
11	12] PROJECT LOCATION CITY [45 Pacific Highway	46] PROJECT LOCATION COUNTY [79 Douglas

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

05 This project involves preliminary engineering, acquisition of right-of-way,

06 grading, paving, structures and incidental work required to update this

07 section to current Interstate safety standards. Revisions are contemplated

08 on the Weaver-Gazely and Yokum Interchanges.

09 The project is 9.9 miles in length.

10

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	(A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	465,000		375,000			4,840,000

13	TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 U.S.C. Highways	
15	12] FEDERAL AGENCY NAME [45 Dept. of Transportation	46] FEDERAL SUB-AGENCY NAME [79 Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE Yes	STATE No	REGIONAL Yes	REGIONAL No	LOCAL Yes	LOCAL No	(D) REVIEW REQUIRED by A-95 Yes	(D) No	(E) ENVIRONMENTAL IMPACT Yes	(E) No	(F) HOUSING RELOCATION REQUIRED Yes	(F) No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☒ 39	☐ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 7	43] DAY [44 17	45] YEAR [46 1972

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) Title 23 U.S.C. Highways

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: May 3, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Interstate Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 4
(b) State Representative District(s) Number(s) 46
(c) State Senatorial District(s) Number(s) 23

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

A Negative Environmental Statement has been prepared and approved by the FHWA 1-6-72.

No one will be required to move from this project without assurances of compliance with the 1970 Relocation Act by the State Highway Division

FORM E-90 (12-67)

I-5

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

April 17, 1972
Roseburg, Oregon

SUBJECT: **Myrtle Creek - Canyonville Section**
Pacific Highway
Douglas County

To: J. H. Versteeg
Region Engineer
P.O.Box 1123
Roseburg, Oregon 97470

The proposed plan will eliminate two hazards, does not create any problems and will not need to be re-constructed if the Interchange is further up-graded.

Alfred W. Bates
Resident Engineer

RECEIVED

Bud George

FORM E-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 17, 1972

To: J. H. Versteeg
Region Engineer
OFFICE

SUBJECT: Review of Preliminary Plans
Pacific Highway
North Canyonville Interchange

As requested, I have reviewed the attached plan and find no serious objections. The usual sight distance problem for southbound traffic at the approach to the freeway undercrossing roadway will exist until at the actual "STOP" location. Also, a considerable number of motorists will now have to negotiate a sharp reverse curve to gain access to the frontage road to proceed south. None of these overshadow the benefit of the suggested change.

However, it is pointed out that the east side half of this interchange at the northbound off ramp is an old trailed "Y" like the Louse Creek Interchange and should be considered for upgrading at the same time the westerly side is improved.

Glen L. Clark
GLEN L. CLARK
Region Traffic Engineer

GLC/ew
Attach.
cc [illegible]
[illegible] McCormic

2146 2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Myrtle Creek-Canyonville Sec.
Pacific Highway (I-5)
Douglas County, Oregon

Dear Sir:

This negative declaration is to accompany our request for approval of Federal-aid Highway Project No. I-5-2(-).

LOCATION AND DESCRIPTION OF PROJECT The proposed safety project is to overlay this section of Interstate 5 with asphaltic concrete leveling course and wearing surface for a distance of approximately 9.3 miles. In addition to the overlay, work will include adjusting interchange ramps for safer traffic movement at Yokum, Gazeley and Weaver Interchanges. Direct access to the interchange legs will be eliminated. Other safety work such as flattening slopes, adjusting guardrail, adjusting median barrier, and minor realignment of frontage roads where necessary will be accomplished.

This project will begin at M.P. 210.05, Myrtle Creek Interchange, and ends at M.P. 219.34, North Canyonville Interchange.

PURPOSE OF PROJECT The purpose of the project is to upgrade this facility to current Interstate standards by necessary grading, paving, signing and guardrail adjustments.

DISCUSSION OF ENVIRONMENTAL IMPACTS Placing an overlay on this section will improve the quality of the road surface without jeopardizing the environmental value of the area. The life of this facility will be prolonged by increasing the stability and strength of the surfacing. All improvements will be made in accordance with current standards, and public safety will be greatly improved.

NOTED
TOM EDWARDS

FBK

NOTED
R. L. SCHROEDER

NOTED
F. B. KLABOE

There will be a taking of approximately 10 acres required for right-of-way purposes primarily for the interchange safety revisions. Approximately three residential units will be displaced and the outbuildings of one farm will have to be relocated -- there is ample room for the outbuildings on the remaining property. In addition, the relocation of the buildings would allow better access with respect to the revised frontage road.

The proposed project does not include any area or affect the use of a park, wildlife refuge, game management area, public-owned recreation facility or historic entity listed in the National Register of Historic Places.

BASIS FOR NEGATIVE DECLARATION Since this project is for the improvement of an existing facility and the environment of the surrounding area would not be materially altered, your concurrence with this negative declaration is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur R E Simpson Date 1-6-72
Division Engineer

DH:bb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey

14

RECEIVED
OCT 18 1971

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

L. R. Backlund

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: October 13, 1971

In reply refer to: 08-35.5

SUBJECT: Oregon Projects I-5-2(56)100 and I-5-4(61)246
Preliminary Engineering Placed under Agreement from 7-1-67 thru 6-30-68

Based on your letter of October 1, we concur that construction has started, to satisfy the requirements of the Project Agreement on Project I-5-2(56)100, Myrtle Creek - Canyonville Section.

On Project I-5-4(61)246, North Jefferson Junction Interchange, the justification given is no longer applicable. It will be necessary that construction start before July 1, 1973 to avoid refunding the monies expended on Preliminary Engineering.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 6 - 1971
FOR FILING

October 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Preliminary Engineering Projects
Placed Under Agreement from
July 1, 1967 Through June 30, 1968
Projects I-5-2(56)100 and
I-5-4(61)246

Dear Sir:

In response to your memorandum of September 17, 1971, "Preliminary Engineering for Federal-Aid Projects Placed Under Agreement from July 1, 1967 Through June 30, 1968", we offer the following information relative to Preliminary Engineering Project I-5-2(56)100 "Myrtle Creek-Canyonville Section", and we request your concurrence that physical construction has begun, thus satisfying the time requirement of paragraph 5 of the Project Agreement Provisions.

This project was programmed on June 19, 1967, and authorization to proceed with all phases of Preliminary Engineering granted as of June 28, 1967. This P.E. project, through various actions, covers preliminary engineering for pavement overlay, safety improvements to meet standards as set forth in AASHO's February 1967 "Highway Design and Operational Practices Related to Highway Safety", and revision of Weaver, Gazely and Yokum Interchanges to present Interstate standards. Since June 28, 1967, there have been three construction projects (a) I-5-2(60)59 "Grants Pass North 62.0 Miles" for "Do Not Enter", "One Way" signs and pavement arrow markings installation at interchanges and rest areas; (b) I-5-2(64)73 "Shady Point-Grave Creek Section" for installation and adjustment of guard rail to AASHO standards; (c) I-5-2(68)109 "Myrtle Creek Interchange" for installation of illumination and traffic signs; programmed, authorized for advertising, award of contracts concurred in, and project agreements executed for work which is covered by the Preliminary Engineering Project I-5-2(56)100. It is our opinion that the actual construction of the work under Preliminary Engineering Project I-5-2(56)100 has been started.

In further response to your September 17, 1971 memorandum, it is our present intention to include the construction work covered by Preliminary Engineering Project I-5-4(61)246 "North Jefferson Interchange" with the construction work on a larger section, known as

"Battle Creek-Talbot Road Section", Project I-5-4(-)243, to provide a more realistic volume of work for a contract, which, in light of the present obligational limitations, it does not appear that this proposed construction project can be accomplished prior to the July 1, 1973 limitation for the Preliminary Engineering Project I-5-4(61)246, as the current obligation balance releases must be used for higher priority major Interstate construction projects and to prevent loss of other apportioned Federal funds. In the event the Obligational Limitation, in the near future, is increased to equal the previous and future apporitioned funds, it would be possible that the construction project could be commenced prior to July 1, 1973, thus satisfying the Project Agreement requirement. If such Obligational Limitation increase is not forthcoming, we will request, prior to July 1, 1973, your approval of a reasonable extension of time in which to commence the construction covered by Preliminary Engineering Project I-5-4(61)246, based on the fact sufficient obligational release had not been authorized to the State.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

RNC:dg

cc R. L. Porter
F. B. Klaboe
F. B. Crandall
F. L. Hall
I. D. Merchant
V. D. Wolfe
L. H. Young
V. E. Skoog
R. N. Chase

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 17, 1971

In reply refer to: 08-35.5

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Preliminary Engineering for Federal Aid Projects Placed Under Agreement from July 1, 1967 through June 30, 1968.

A review of the preliminary engineering project placed under agreement between July 1, 1967 through June 30, 1968, indicates that there are two projects on which construction has not started as of this time. These projects are I-5-2(56)100 Canyonville North 9.29 miles, and I-5-4(61)246 North Jefferson Interchange. Requirements are that construction must be started on these projects prior to July 1, 1973 or repayment must be made pursuant to the executed project agreements. On preliminary Engineering projects, the Division Engineer may grant an extension should he determine that an extension is needed due to circumstances beyond the State's control.

We would appreciate being advised of your intentions concerning construction covering these two preliminary engineering projects.

cc:
S P Huff

r Hy
Report

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1-1 1

RECEIVED
FEB 22 1971
FOR FILING

FORM PR-1240
(Rev. [illegible])

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. Simpson, Division Engineer Salem, Oregon	PROGRAM NO. ITEM NO. I-497	FEDERAL AID PROJECT N I-5-2(56)100 STATE PROJECT NO. Myrtle Creek - Canyonville Section COUNTY NAME Douglas PROGRAM STAGE *(Check)* ☐ 1 ☒ 2

TO:

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

2-22-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	February 16, 1971	Interstate Route 5 STATE ROUTE NUMBER State Route 1

LIMITS OF AUTHORITY

As requested in Mr. Ellison's February 8, 1971 letter a minor program change on the subject project is hereby approved adding to the character of the proposed work preliminary engineering including PS&E preparation for the revisions in interchange numbering and changes in mile posts in accordance with the new Interstate Sign Manual at an estimated cost of $2,300.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Minor Program Change.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-17-71		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Salem, Oregon
September 25, 1970

File 18925-F. L. Kummer
Myrtle Creek-Canyonville Section
Pacific Highway
Douglas County

Mr. I. H. Moehring
Right of Way Engineer
BUILDING

Our Regional Office in Roseburg has submitted information that clearly indicates an error in the tie to a quarter corner used in our deed from the subject owner.

The original description and map submitted by the field used a distance of 236.8 feet from the quarter corner, while the traverse sheets recently received indicates the distance should be 536.8 feet. Also, the detail map 7F-20-1 verifies the 536.8 foot dimension.

Would you please explore the possibilities for correcting this document, as it appears a correction would be warranted if it does not require the expenditure of too much time or money.

If assistance or information is required from this section, please advise.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Right of Way Engineer

FOS:jc
cc: C. T. Keasey

RECEIVED
SEP 25 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 18, 1970

To: Robert Rounds
Design Section
SALEM

SUBJECT: File No. 18925
Green Station-Canyonville Sec.
Pacific Highway
Douglas County

Herewith, from our files, are copies of Metes and Bounds Description and Coordinate sheets concerning the subject file.

Mr. Markham, a local surveyor, suggests that there is an error in the tie between the South $\frac{1}{4}$ Corner of Section 18, T. 30S., R. 5W., W.M. and the point of beginning for the subject property. Please check any data you may have concerning this possible error and return your results.

C. Anderson
C. ANDERSON
Engineer-Designer

CA/cw
Enc.

RECEIVED
SEP 21 1970
DESIGN
SECTION

Hall
____ Scott
____ Swensen
____ R. Olsen
____ Trout
Do Not File ☐
Keep ☐
Return To ____
Other ____

SP*52475-134

5

Form E-29—5M—12-49

Division

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

ORIGINAL AUTHORIZATION
FOR NEGOTIATION

Date ...., 19.......

R/W Serial No. ....

Highway Pacific County Douglas

Section Myrtle Creek-Canyonville Extreme Limits, Sta. .... to Sta. ....

Name of Owner F.L. Kummer Address Riddle, Oregon

Agent's Name and Address ....

☒ Purchase, ☐ Lease, ☐ Easement of 69.54 Acres .... Sq. Feet

Subdivision SE 1/4 Section 18 Twp. 30 S Range 5 West W. M.

City .... Addition .... Block .... Lot ....

Property to be acquired by ☐ State, ☐ County, ☐ City for the following purpose: Gravel Pit

Estimated approximate cost: $ 14,000

Option .... taken for .... months. Beginning ....

Property is ☐ undeveloped, ☐ pasture, ☐ cleared, ☐ farm, ☐ suburban, ☐ city, ☐ cultivated.

Width of Right of Way to be taken:

.... of Center Line .... ft., width ☐ uniform ☐ variable, maximum .... ft.

.... of Center Line .... ft., width ☐ uniform ☐ variable, maximum .... ft.

Submitted by

.... Engineer

Recommended for Approval

.... Division Engineer

.... Construction Engineer

APPROVED

.... State Highway Engineer

Date ....

Salem Map File No. ....

State Printing Dept. 36305

81

Form E-47—5M—8-51

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. ....

Statement of information regarding property from which a parcel is to be acquired by ☒ purchase ☐ lease for use as Gravel Bar
(Purpose for which property will be used)

Highway Pacific Section Myrtle Creek-Canyonville County Douglas	Date February 28, 1952 Subdivision SE 1/4 E ~~[illegible]~~ Section 18 Twp. 30S Range 5 W.M.
City Addition	Lot Block Near Mile Point

Present Owner F.L. Kummer
Address Creek ~~Myrtle [illegible]~~ Riddle, Ore
Grantor (Previous Owner) Helen Cooney and Thomas A. Bell Husband and Wife
Deed Dated September 1, 1948 Deed Recorded Book 159 Page 157
Assessed Valuation: Land $ Improvements $
Taxes are delinquent for years 19 Taxes paid last 19
Remarks:
The above data obtained from Douglas County Records by Crocker

Description of Property Described in Said Record

The Southwest quarter of Section 18, township 30 South, Range 5 West of the Willamette Meridian, and that part of the Southeast quarter of said Section 18 that lies West of the South Umpqua River. The foregoing described lands containing 290 acres, more or less.

31—5M—1-51

REGON STATE HIGHWAY COMMISSI

DESCRIPTION OF METES AND BOUNDS

Description of Property to be Purchased (Purchase, Lease or Easement)

for use as Gravel Bar (State purpose for which property is to be used)

Description prepared by RLL, Feb 20, 1952; Checked by RDA, Feb 22, 1952

Owner F.L. Kummer

Myrtle Creek-Canyonville Section, Pacific Highway.

A parcel of land lying in the S E 1/4

of Section 18, Twp. 30S, R. 5W, W. M.,

Douglas County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to F.L. Kummer,

recorded in Book 159, Page 157 of Douglas County Record of Deeds.

The said parcel being described as follows:

Beginning at a point on the section line between section 18 and 19, Township 30 South Range 5 West Willamette Meridian. Said point being 8.1 feet South and 236.8 feet East of the 1/4 corner between sections 18 and 19 of said township and range: thence N 28 degrees 25' 30" east, 2272.2 feet; thence N 56 degrees 14' West, 664.5 feet to the center of the South Umpqua River; thence following the center of said river upstream N 78 degrees 24' 30" East, 1035.9 feet, S 50 degrees 05' E, 283.2 feet, S 28 degrees 23' 30' E, 727.1 feet, S 20 degrees 01' W, 1272.4 feet, S 37 degrees 01' W 721.4 feet to the intersection with the above said section line; thence N 89 degrees 12' 30" W along said section line 1237.1 feet to the point of beginning.

Myrtle Creek-Canyonville Section, Pacific Highway.

A parcel of land lying in the S E 1/4 of Section 18, Twp. 30S, R. 5W, W. M., Douglas County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to F.L. Kummer, recorded in Book 159, Page 157 of Douglas County Record of Deeds.

The said parcel being described as follows:

Beginning at a point on the section line between section 18 and 19, Township 30 South Range 5 West Willamette Meridian. Said point being 8.1 feet South and 236.8 feet East of the 1/4 corner between sections 18 and 19 of said township and range: thence N 28 degrees 25' 30" east, 2272.2 feet; thence N 56 degrees 14' West, 664.5 feet to the center of the South Umpqua River; thence following the center of said river upstream N 78 degrees 24' 30" East, 1035.9 feet, S 50 degrees 05' E, 283.2 feet, S 28 degrees 23' 30' E, 727.1 feet, S 20 degrees 01' W, 1272.4 feet, S 37 degrees 01' W 721.4 feet to the intersection with the above said section line; thence N 89 degrees 12' 30" W along said section line 1237.1 feet to the point of beginning.

The parcel of land to which this description applies contains 69.54 acres, of which [illegible] acres lie within the existing right of way, title to which hereby is acknowledged to be in

acres lie outside of the existing right of way.

State Printing Dept.—45544

Form E-38—5M—3-50

Oregon State Highway Commission

TRAVERSE SHEET

County Douglas
Highway Pacific
State Printing Dept 38752

Section Myrtle Creek–Canyonville
Line Kummer Bar
Sheet No. 2

Calculated by B.H.
Checked by

STATION	CURVE DATA		Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE		DEPARTURE		CO-ORDINATES	
	Degree	Angle							N.	S.	E.	W.	Lat.	Dep.
¼ Corner on Sec. 5 & 19 T30S R5W					536.83	S 89°12'31" E							D.M.D.	Double Area
P.O.B. on Sec. Line					2272.19	N 28°25'30" E	.8794410	.4760030	1995.26		1081.58		+1081.58	+2,161,278.6
# 1 ℄ river					664.53	N 56°14' W	.5558121	.8313080	369.35			552.43	+1610.73	+594,923.~~50~~
# 2 ℄ river					1035.89	N 78°24'30" E	.2009354	.9796045	208.15		1014.76		+2073.06	+431 507.60
# 3 ℄ river					283.22	S 50°05' E	.6416728	.7669785		181.73	217.22		+3305.04	-600624.6
# 4 ℄ river					727.07	S 28°23'30" E	.8797177	.4754963		639.62	345.72		+3867.98	-2,474,037.6
# 5 ℄ river					1272.40	S 20°01'0" W	.9395931	.3422935		1195.54		435.53	+3778.17	-4,516,963
# 6 ℄ river					721.43	S 37°01' W	.7984404	.6020473		576.03		434.33	+2908.31	-1,675,273.6
# 7 ℄ river and Sec. Line					1237.14	N 89°12'30" W	.0138168	.9999045	17.09			1237.02	+1236.96	+21,139.66
									2592.85	2592.92	2659.28	2659.31	0 0	
P.O.B.														6,058,0~~76~~ 40

$$\text{Acres} = \frac{6,058,0\cancel{78}^{40}}{2 \times 43560} = 69.54$$

Bearings converted to True

Oregon State Highway Commission

TRAVERSE SHEET

ounty Douglas
Section Myrtle Creek - Canyonville
Calculated by RDA
Highway Pacific
Line Kummer Gravel Bar
Sheet No.
Checked by [illegible]

State Printing Dept. 3:722

STATION	CURVE DATA		Tan.	Sub. Tan.	P. I. to P. I.	Calculated Course	Cosine	Sine	LATITUDE		DEPARTURE		CO-ORDINATES	
	Degree	Angle							N.	S.	E.	W.	Lat.	Dep.
[illegible] T 30S, R 5 W					536.33	[illegible]	0150287999 8871			8.07	536.77		34,001.13	9,231.23
P.O.B. On Sec Line					2272.19	N28°29'40"E			1996.74	Tan = 5928305	1084.00		33,793.06	9768.00
# 1					664.53	N56°10'W			370	cot = 6702899		552	35,790.	10,852.
2 ℄ River					1025.89	N78°28'20"E			207	cot = 2039409	1015.		36,160.	10,300
3 ℄ River					223.22	S50°00'50"E				182 cot = 8387097	217.		36,367.	11,315
4 ℄ River					727.07	S28°19'40"E				640 Tan = 5340625	345.		36,185	11,532
5 ℄ River					1272.40	S20°05'10"W				1195 Tan = 3656704		437.	35,745	11,877
6 ℄ River					721.43	S37°05'W				575.53 Tan = 75[illegible]		435.	34,350	11,440
7 ℄ River & Sec Line					1237.14	N89°05'20"W	01502879998871		18.59			1237.00	33,774.47	11,005
PC													33,793.06	9768.00

Bearings = Map Grid

True = Grid + 4' Lt.

314

R

RECEIVED
APR 22 1970
FOR FILING

April 21, 1970

The Honorable William E. Markham
State Representative
Post Office Box 285
Riddle, Oregon 97469

Dear Mr. Markham:

Reference is made to your visit with me on March 17 concerning an additional ramp at the North Canyonville Interchange on I-5.

A copy of an aerial mosaic is enclosed which shows the proposal. As you will note, in order to construct a standard on-ramp for southbound traffic in accordance with federal requirements, we would have to pull the existing frontage road westerly about 100 feet maximum. This requires a rather large cut for the southerly connection of the replacement frontage road.

We have estimated the cost of this plan at $479,000.

Inasmuch as this is a completed section of the Interstate System, federal interstate funds could not be obtained to finance the proposal.

Furthermore, the benefit-to-cost ratio is extremely poor since very little, if any, out-of-direction travel is required to enter the freeway southbound from this vicinity.

Under the circumstances, we cannot justify the expenditure of highway funds for this proposal.

If you would like to discuss the matter further, please stop in and see me on your next visit up here.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ralph Sipprell
D. J. Barbee
C. T. Keasey

FBK:srb

Enc.

FORM 8-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1970

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: North Canyonville Interchange
Myrtle Creek-Canyonville Section
Pacific Highway - Douglas County
Assignment: FBK-3292

Enclosed is an aerial mosaic showing a possible additional on-ramp southbound at the North Canyonville Interchange. The design, as shown, is the only one that is acceptable under present standards. We cannot now construct a ramp to or from a two-way frontage road as exists on the east side of the highway at this present interchange. There is no weave problem with this added ramp and the next off-ramp south. We have about 2100 feet between noses and only need some 900 feet.

The cost of this revision is as follows:

Construction	-	$ 419,000
Right of Way	-	60,000
Total	-	$ 479,000

This seems rather high; however, the reason is the large cut in the southwest quadrant where the frontage road relocation is.

It is very doubtful if the Bureau of Public Roads would approve this ramp since this is a completed section of highway. We cannot in all honesty recommend it ourselves. It is very expensive and does not provide any move that cannot be made further south without any out-of-direction travel.

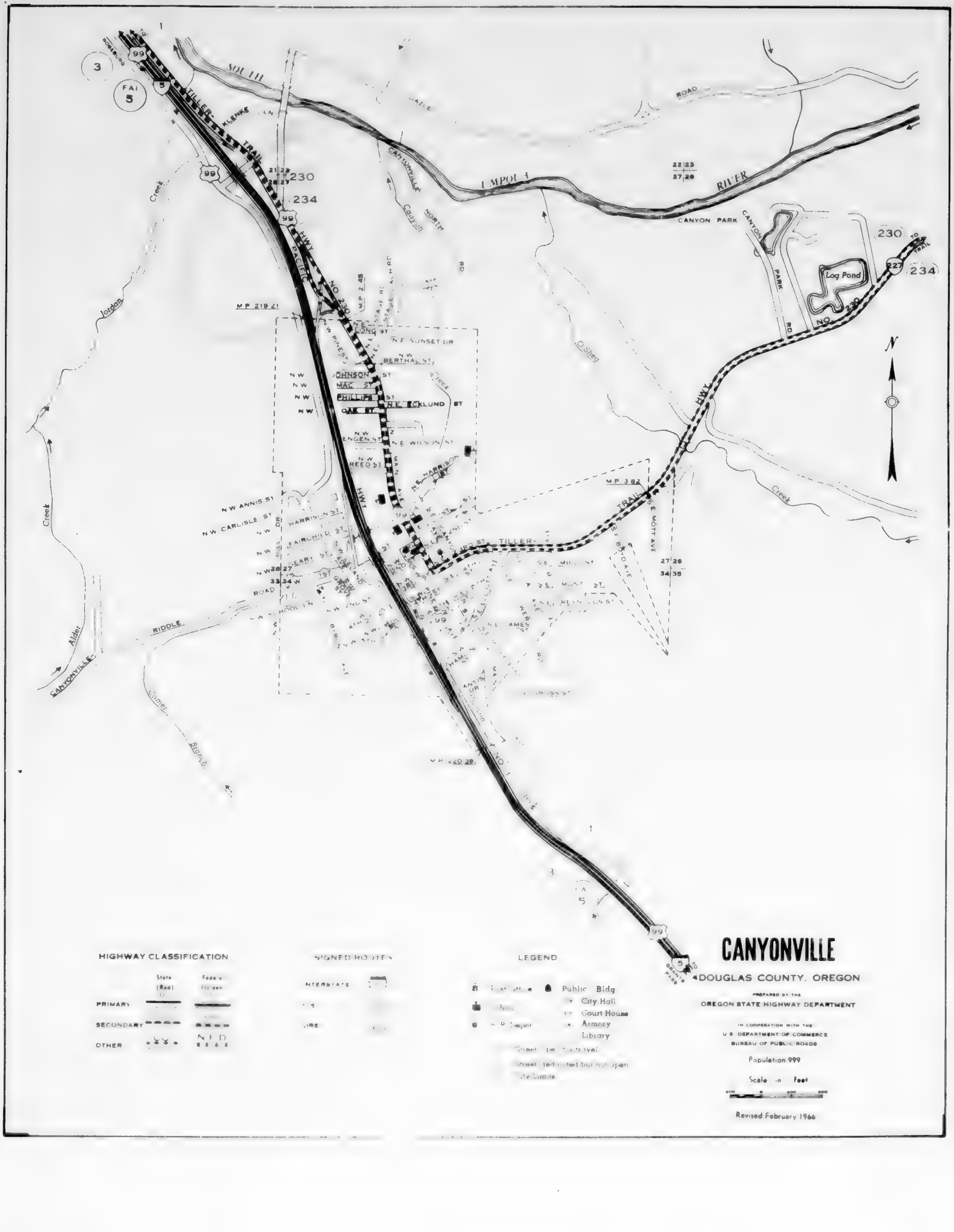
D. J. Barbee
Design Engineer

By

Frank L. Hall
Assistant Design Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp
Attachment
cc: C. T. Keasey



CANYONVILLE

DOUGLAS COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

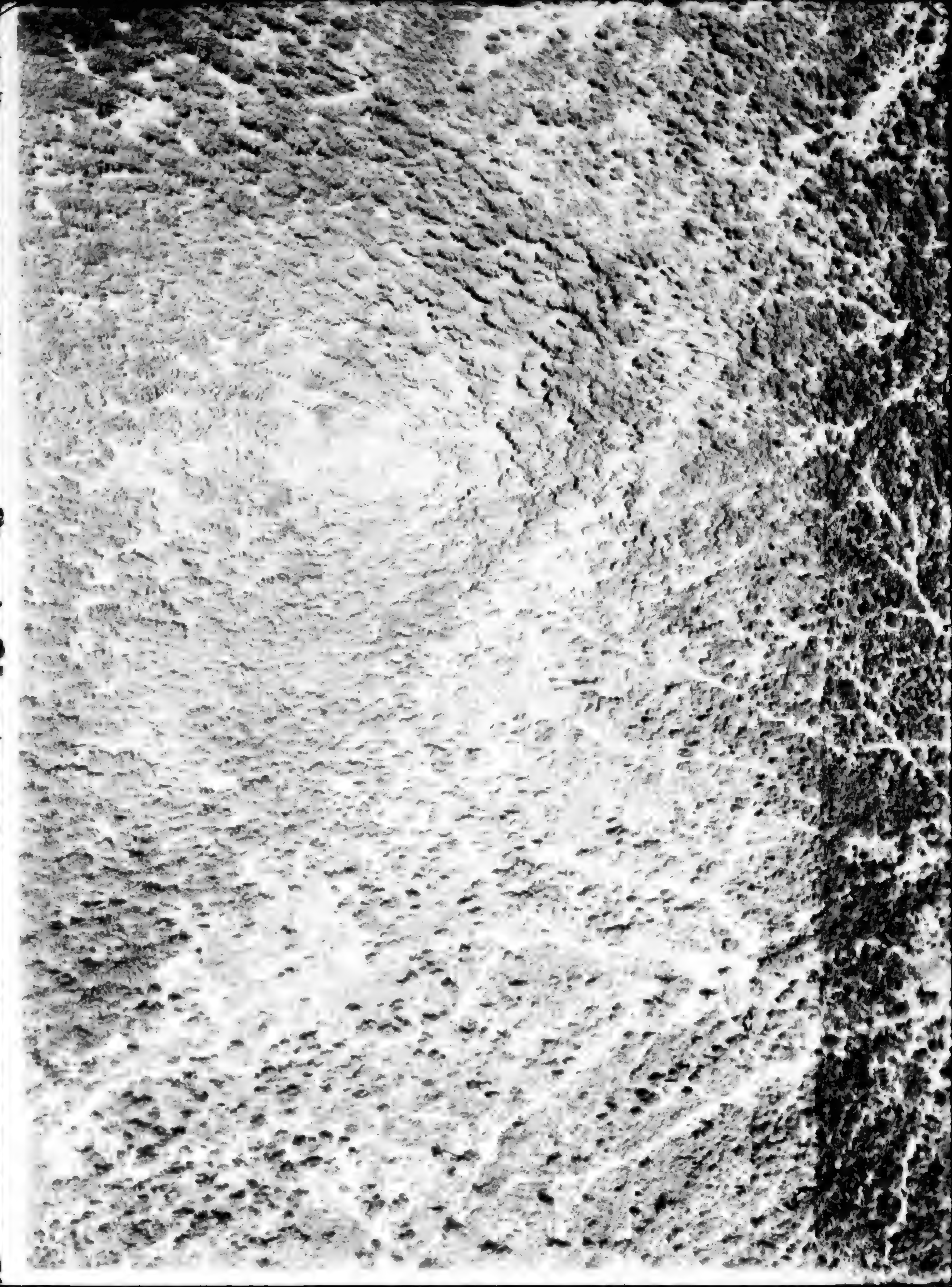
BUREAU OF PUBLIC ROADS

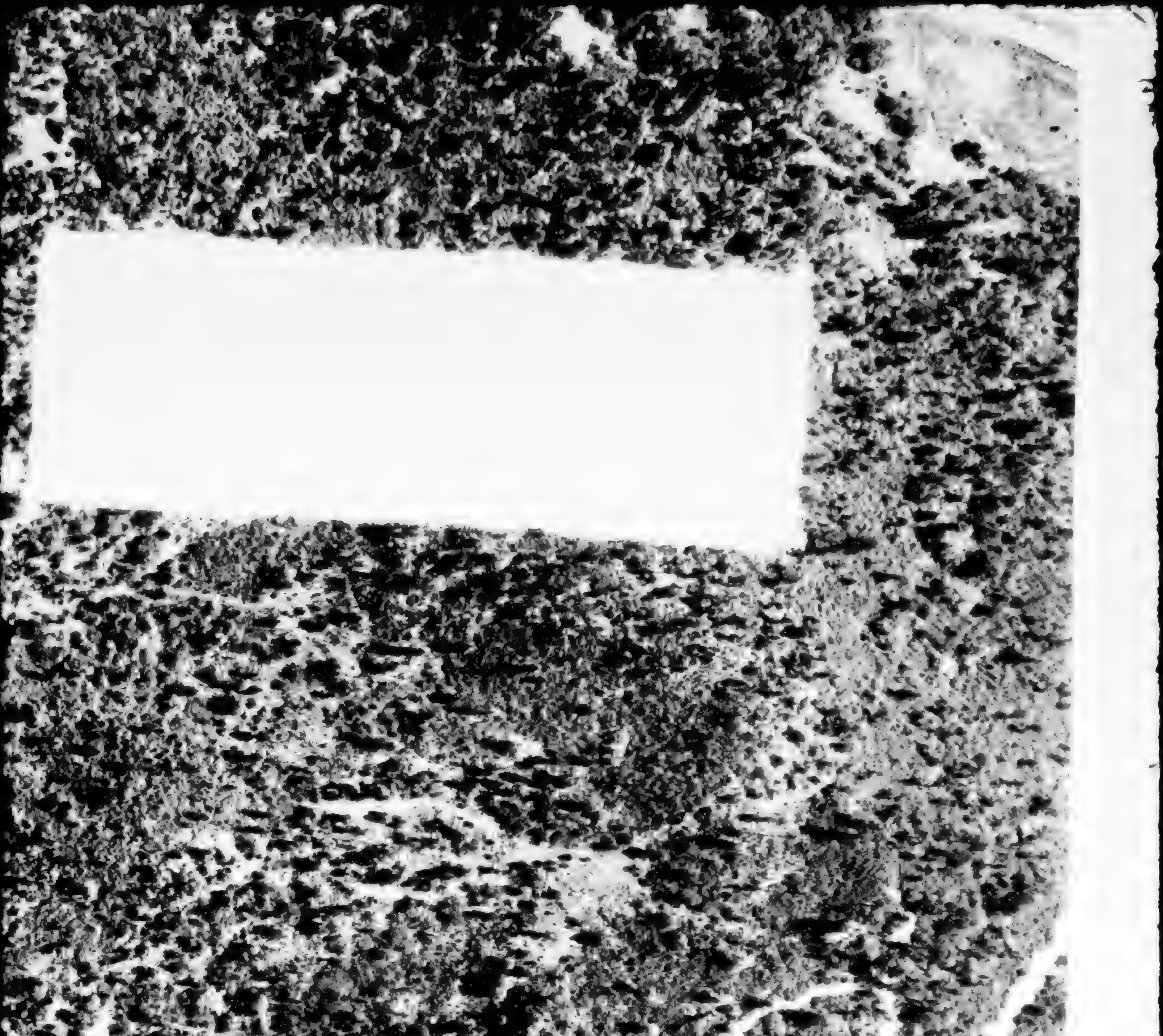
Population 999

Scale in Feet

400 0 400 800

Revised February 1966





RECEIVED

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

R

DATE: December 19, 1967

In reply refer to: 08-35.EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : J. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-2(56)100
Myrtle Creek-Canyonville Section
Preliminary Engineering

We concur as of today in the minor program change of adding the revisions to the interchanges denoted below to the subject projects as requested by Mr. Young's December 7, 1967 letter:

	[illegible] MP	Interstate MP
Weaver Road	211.63	107.0
Gazely Road	216.45	102.2
Yokum Road	217.02	101.6

You are authorized to proceed with all phases of preliminary engineering for Gazely Road and Yokum Road interchanges and preparation of preliminary plans only for Weaver Road interchange.

Project Agreement modification shall be handled separately.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

146

R

FORM [illegible] 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Project I-5-2(56)100
Myrtle Cr. -Canyonville Section
(Preliminary Engineering)

Dear Sir:

We hereby request your approval of a minor program change to add to the character of proposed work, preliminary engineering necessary for the revisions of three substandard interchanges on the subject project.

These interchanges are Weaver at M. P. 211.63, Gazely at M. P. 216.45 and Yokum at M. P. 217.02. The revisions in design of Gazely and Yokum have been approved by your office and the revisions in design of the Weaver Interchange will be submitted for your approval in the near future.

We further request your authorization to proceed with the field work phase for the three interchange revisions ($20,000) and the P.S. & E. phase for Gazely Interchange, design approved by Mr. Martin July 7, 1964, and Yokum Interchange, design approved by Mr. Brooks, November 30, 1964, $6,000. The P.S. & E. phase for Weaver Interchange ($3,000) is retained in program status until such time as design layout receives your approval.

We are submitting concurrently with the requested minor program change four copies of revised project agreement estimate to include the additional estimated preliminary engineering cost as follows:

Interchange Revisions

Field work	$20,000.00	(additional for 3 interchanges)
P. S. & E. Preparation	6,000.00	(additional for 2 approved interchanges)
Subtotal	$26,000.00	

Interchange Revisions - Continued

Subtotal brought forward	$26,000.00	
Previously approved work	13,500.00	
P. A. Total	$39,500.00	
Retain in Program Status	3,000.00	(Weaver Interchange)
Program Total	$42,500.00	

A public hearing will be offered prior to purchase of right of way necessary for the interchanges.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:ia

cc: R. N. Chase
F. B. Klaboe
F. D. Morgan

JUL 7 - 1967

FOR FILING 714.

FORM PR-121 (11-64)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 28, 1967

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dee T. Dee
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's June 9 and 19, 1967 letters transmitted four items for inclusion in the subject program. These Stage 2 Preliminary Engineering and Construction Phase projects are approved today:

Item	Project	Location	Work
496	I-80N-2(38)53	Starvation Creek Rest Area	Rest Area Facilities
497	I-5-2(56)100	Myrtle Creek-Canyonville	PE (Future Stage Const)
498	I-5-1(67)36	Rock Point-Seven Oaks	PE (Future Stage Const)
499	I-5-2(57)59	Jumpoff Joe Crk-N. Grants Pass	PE (Future Stage Const)

On Item 496, I-80N-2(38)53 Starvation Creek Rest Area, you were advised by our June 22, 1967 memorandum on Project I-80N-2(35)43 of the Interstate fund eligibility of contract work of this rest area under the Cascade Locks-Mitchell Point contract. This program approval now provides for the rest area facilities including the water system, lighting and landscaping.

Items 497, 498 and 499; Preliminary Engineering projects: In accordance with our October 20, 1965 memorandum concerning Oregon Project I-5-4(22)228 we will expect you to clearly delineate the degree of access control on the crossroads. In addition we will expect that all utility access rights will be acquired. Your certification concerning such rights should specifically make reference to these two features and be applicable thereto. With this understanding you are authorized to proceed with all phases of preliminary engineering on these three projects.

This action provides for improvement on 25.41 miles of Interstate Highways at a total estimated cost of $126,000 of which $115,000 is reserved as Federal-aid Interstate funds.

7-6-67

REFERRED TO
For Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

14e

RECEIVED
MAY 9 - 1967
FOR FILE

K

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

KLA 825

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 4, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(--)100
Canyonville - Myrtle Creek Section
Pavement Overlay

Mr. Decker's April 5, 1967 letter furnished information regarding a condition examination on the subject section. We have made a field review of the section and concur in your opinion that the pavement probably will not provide adequate performance through the year 1976. You should now proceed with an abbreviated design analysis for purposes of the 1968 Interstate Cost Estimate. If a tentative design is accepted for this purpose, you may then program a preliminary engineering project on this section which could include a detailed design analysis.

5-5-67

REFERRED TO
Morgan - Young - Decker - Rowland
By Asst. State Hwy. Engr.

RECEIVED
MAY 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

C & H #116 3-21-74
4-16-75

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1190

HIGHWAY DIVISION INVOICE

NO. 127993

DATE	BILLING REQ. NO.	YOUR ORDER NO.
12-19-79	CC 2020	

CREDIT DISTRIBUTION

315-1939-295	$ 84.30
315-1095-295	1,314.78

MEDFORD
City of Medford
411 W. Eighth Street
Medford, OR 97501
Attn: Mr. John Thomson , City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement:			
Federal Aid Urban Project M-2430(1)			
Barnett Road @ Black Oak Drive			
Jackson County			
Covered by Agreement Dated 4-16-76			
TOTAL COST			$49,528.95
Less Federal Funds Collected			42,391.91
Less State Share			3,507.96
County Share			3,629.08
County Advance Deposit			2,230.00
AMOUNT DUE			$ 1,399.08

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1190

HIGHWAY DIVISION INVOICE

NO. 123828

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-3-78	cc 1776		15-6080-295 324.02

MEDFØRD
- City of Medford
- Cty Hall
- Medford, OR 97501
- Attn: Mr. Robert D. Kortt Traffic Engineer

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
TOPICS and Urban Project T-M5019(6)			
City share per attached statement			13,265.36
Amount Previously Transferred			6,800.00
			6,465.36
City's Advance Deposit			8,800.00
Amount Previously Transferred To Hwy Fund			6,800.00
			2,000.00
Amount Due from City			4,465.36
Final Bill			

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
GE ☐ FAE ☐ OFE ☐
FEB 7 1978
M

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Medford
City Hall
Medford, OR 97501

Attention of Mr. Robert D. Kortt
Traffic Engineer

Request No. (assigned by staff engineer or head of section) cc 1776

Date January 19, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS & Urban Project T-M5019(6)
Barnett Road at I-5 N. Bound off-ramp & Highland Dr.
City of Medford
Contract No. 8147
Covered by Agreements dated 3/19/74 & 4/8/75

Itemized Statement: ADVANCE DEPOSIT $8,800.00

Quantity	Unit	Description	Unit Price	Amount
		City share per attached statement	13,265.36	
		Amount Previously Transferred	6,800.00	6,465.36
		City's Advance Deposit	8,800.00	
		Amount Previously Transferred	6,800.00	2,000.00
		Amount Due from City (Attach itemized statement to invoice)		$4,465.36

If payer has made payment for this service, indicate the amount of payment $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit $ 8,800.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests $ 6,800.00

Give the number of the last previous request in connection with this same service cc 1508

Credit distribution: 15-0608

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
Regional Engineer

Approved: K. GLEN CLARK
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the

City

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 1/18/78

CITY Medford **Contract No.** 8147 **Date Completed** 2/10/76

PROJECT # I-M5019(6) **Section** Barnett Rd. @ I-5 off-ramp & Highland Dr.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 3,908.03
Payments to Contractor		67,060.90
SFO #1 Controller Testing		885.00
SFO #2 Permanent Striping		850.31
Construction Engineering		11,508.73
Interest Paid to Contractor		4.03
TOTAL COST		$84,217.00
Federal Aid Funds Collected		
TOPICS	$43,663.47	
Urban	18,608.34	$62,271.81
BALANCE		$21,945.19
Non-Participating Items		
Preliminary Engineering		$ 3.10
SFO #1 Controller Testing		504.45
Construction Engineering		4,073.95
Interest Paid to Contractor		4.03
SUBTOTAL		$ 4,585.53

City Share of Costs

$$\frac{\$21,945.19 - 4,585.53}{2} + \$4,585.53 = \quad \$13,265.36$$

Reference: Billing Form cc 1776

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 12-28-77

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PREFIX 15-0608

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T.H.S019(6) MEDFORD

VOUCHER PERIOD: FROM 5-2-74 TO 8-15-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Topics $58,159.79	$ 55,835.64	78.20%	$43,663.47	$ 43,663.47	$ 0.00	
Urban 25,991.75	23,795.83	78.20%	18,608.34	18,608.34	0.00	
$84,151.54	$ 79,631.47	78.20%	$62,271.81	$ 62,271.81	$ 0.00	

RECEIVED DIVISION OFFICE BY DATE

FIELD AUDIT MADE BY DATE

PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Barnett Road at I-5N.B.Ramp&HighlandDr.(Medford)Section					
	Jackson County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 3,904.93	
	Total Preliminary Engineering Cost				$ 3,904.93	
	Construction					
	Type Code Y031					
	Traffic Signals and Illumination(Barnett Rd@I-5N.B. Ramp and Highland Drive in Medford)					
	Final Contract Payment Summary	Lump Sum			$ 67,060.90	
SF0	#2 Permanent Striping	All Required			850.31	
	Total Construction Cost				$ 67,911.21	
	Construction Engineering					
	State	All Required			$ 7,434.78	
SF0	#1 Controller Testing	All Required			380.55	
	Total Construction Engineering Cost				$ 7,815.33	
	Total Participating Cost				$ 79,631.47	
	Nonparticipating Items					
	Interest paid to Contractor	All Required			4.03	
	Preliminary Engineering	All Required			3.10	
SF0	#1 Controller Testing	All Required			504.45	
	Construction Engineering	All Required			4,073.95	
	Total Nonparticipating Cost				$ 4,585.53	
	Total Cost				$ 84,217.00	
	Prepared based on participating costs shown on Federal Billing as of 9-30-77					
	AMOUNT CARRIED FORWARD...					

FINALED FA PROJECTS

FAP No.	Contr. No	Prefix	Description	FA Funds	Date
PR-HPR-PL 1(13)	—	—	STATEWIDE PLANNING SURVEY	2,302,951.07	12-
ER-293(1)	—	VARIOUS	SWAMP CREEK - LOBSTER VALLEY ROAD SEC. - BENTON CO.	159,979.22	"
LSF-2(10)	8237	4-0903	SMITH POINT (ASTORIA) SEC. CLATSOP CO.	64,476.38	"
LSF-4(1)	8008	18-0901	KLAMATH FALLS SEC. KLAMATH CO.	81,652.19	"
LSI-5-1(2)	7789	615-0902	CRATERLAKE INTERCHANGE - JACKSON ST. SEC. (MEDFORD) JACKSON CO.	$118,201.95	"
LSF-27(2)	7746	34-0905	CEDAR HILLS BLVD. INTCHNGE SEC. WASHINGTON CO.	96,071.34	"
LSS-129(1)	7734	103-0903	HARMONY ROAD INTCHNGE - CASCADE HWY SEC. - CLACKAMAS CO.	80,136.97	"
LSS-628(2)	7805	134-0906	BEAVERTON - PROGRESS SEC. WASHINGTON CO.	102,190.29	"
LSS-628(3)	8014	134-0907	GREENBURG ROAD INTCHNGE SEC. WASHINGTON CO.	61,181.21	"
LSS-628(4)	8038	134-0909	WALKER ROAD INTCHANGE SEC. WASHINGTON CO.	47,477.36	"
HHS-2671(1)	—	VARIOUS	BROADWAY @ NEWMARK (N. BEND) COOS CO.	1,864.35	"
U-199(10)	—	26-1942	N.E. PRESCOTT ST - S.E. FLAVEL ST. (PORTLAND) SEC. - MULTNOMAH CO.	16,831.09	12-12-77
T-5019(6)	8147	15-0608	BARNETT ROAD AT I-5 N.B. RAMP & HIGHLAND DR. (MEDFORD) SEC. JACKSON CO.	62,271.81	"
I-80N-2(59)	—	626-1073	I-80N (M.P. 19.60 - M.P. 20.10) SEC. COLUMBIA RIVER HWY - MULTNOMAH CO.	37,608.83	"
I-80N-3(68)	8203	633-1011	FIFTEENMILE CREEK - CELILO SEC. WASCO CO.	1,957,306.09	"
RS-BRS-39(3)	8274	127-1083	RITNER CREEK BRIDGE SEC. POLK CO.	360,474.78	"
RS-381(2)	—	VARIOUS	MILTON CREEK BRIDGES COLUMBIA CO.	135,734.03	"
ER-284(1)	8060	VARIOUS	COW CREEK BRIDGE SEC. DOUGLAS CO.	139,440.85	"

Pg 2 of 2

FINALED FA PROJECTS

FAP No	Contr. No	Prefix	Description	FA Funds	Date
BRF-105 (7)	8139	VARIOUS	WILLAMETTE RIVER (HARRISBURG) BRIDGE SEC. - LANE CO.	1,124,238.18	12-12-77
RRP-50 (8)	# —	VARIOUS	SPRR XING AT S.W. 3RD ST. (CORVALLIS) - BENTON CO.	23,738.65	"
RRP-612 (1)	—	VARIOUS	SPRR X'ING AT TERRETORIAL RD CLACKAMAS CO.	30,134.11	"
PMS-2-1 (1)	—	8-1057	GOLD BEACH (MP 327.85 TO MP 329.97) CURRY CO.	2,444.90	"
HHS-225 (3)	—	VARIOUS	BLACKMANS CORNER SEC. CLACKAMAS CO.	1,360.40	"
HHS-1555 (4)	8291	VARIOUS	13TH ST. S.E. AT HINES ST. S.E. (SALEM) - MARION CO.	24,525.52	"
HHS-56 (5)	8149	VARIOUS	N. PACIFIC BLVD - ALBANY AVE. (ALBANY) LINN CO.	120,274.46	"
HHS-144 (18)	—	VARIOUS	3RD ST (YACHATS) SEC - LINCOLN CO.	2,585.19	"
ROS-000S (9)	8248	36-1067	McMINNVILLE, WILLAMINA, SHERIDAN AREA SAFETY PROJ. - YAMHILL + POLK CO'S.	129,986.29	"
HHS-183 (15)	8294	VARIOUS	TUALATIN VALLEY HWY AT S.W. 198TH AVE. - WASHINGTON CO.	55,975.69	"
ERFO-284 (3)	8060	VARIOUS	CANYON CREEK PASS - CANYONVILLE SEC. - DOUGLAS CO.	109,821.93	"
HHS-220 (17)	8327	VARIOUS	AUMSVILLE - SUBLIMITY RD. JCT. MARION CO.	33,971.77	"
HHS-264 (7)	—	VARIOUS	MEADOWBROOK JCT. SEC. - CLACKAMAS CO.	3,018.85	"
HHS-2320 (1)	—	VARIOUS	S. 6TH ST. AT EASTSIDE BYPASS SEC KLAMATH CO.	7,107.41	"
ROS-000S (6)	8228	24-1096	SALEM - HUBBARD AREA SAFETY PROJ. MARION + POLK CO'S.	132,929.78	"
ROS-000S (10)	8327	124-1009	DEER PARK DR. S.E. - MEHAMA MARION CO.	301,150.81	"
ROS-3100 (1)	-	210-1062	DIAMOND LAKE BLVD. @ WINCHESTER - JACKSON ST. (ROSEBURG) - DOUGLAS CO.	9,660.54	"

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER [illegible]
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Jackson
Project Number	T-M-5019(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 10, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 75,739.00	$ 79,750.00*
Federal funds	$ 59,218.00	$ 62,363.47*

Other revisions

*	Total Cost	Federal Funds
Topics	$55,835.64	$43,663.47
Urban System	23,914.36	18,700.00
TOTAL	$79,750.00	$62,363.47

This modification is made for the following reasons:

Include additional approved items and to utilize additional unobligated topics funds subject to lapse on September 30, 1977.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of [illegible], 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Technical Services Engineer
(Title)

By

~~State Highway Engineer~~
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon September 12, 1977

Federal Aid Project
No. T-M-5019(6)

Barnett Rd. at I-5 N.B. Ramp & Highland Dr. (Medford) Section
Barnett Road In Jackson County

Revised Project Agreement Estimate

Type Code P.E.			
Preliminary Engineering	All Required		$ 3,000.00
Type Code Y031			
Traffic Signal and Illumination			
Temporary Protection & Direction of Traffic	All Required		$ 650.00
Temporary Signs	104.5 Sq. Ft.	4.50	470.25
Flagmen	43 Hour	15.00	645.00
Concrete Walks	150.2 Sq. Yd.	15.75	2,365.65
Concrete Curbs	111.5 Lin. Ft.	3.00	334.50
Traffic Signal Installation, Complete	All Required		61,626.00
PA1 Wiring & Pole Revisions	Lump Sum		375.00
PA3 Changes In Electrical System	Lump Sum		567.66
EW02 Raise Base Pole	All Required		626.84
SF02 Stripe Cross Walk	All Required		581.17
	Subtotal		$ 68,242.07
	Engineering		7,622.93
	Engineering (Signal Controller Testing)		885.00
	TOTAL		$ 76,750.00

Length of Project - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds	City Funds
P.E.(T) 78.2%		$ 3,000.00	$ 2,346.00	$ 327.00	$ 327.00
Signals(T) 78.2%		52,835.64	41,317.47	5,759.08	5,759.09
Signals(M) 78.2%		23,914.36	18,700.00	2,607.18	2,607.18
	TOTALS	$79,750.00	$62,363.47	$8,693.26	$8,693.27

Contract No. 8147
Prefix 15-0608

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jackson
MODIFICATION NUMBER 1	(PPM 21-7) 4-[illegible]	PROJECT NUMBER T-M-5019(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,500	$ 75,739*
Federal Funds	$ 1,150	$ 59,218*

Other revisions

*Type FA Funds	Total Funds	Federal Funds
TOPICS	$52,586.00	$41,115.00
Urban System	23,153.00	18,103.00
Total	$75,739.00	$59,218.00

This modification is made for the following reasons:

Add contract to project.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of April, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [illegible]

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [illegible]
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-M-5019(6) Safety

BARNETT ROAD AT I-5 N.B. RAMP & HIGHLAND DR. (MEDFORD) SECTION

BARNETT ROAD (MEDFORD) IN JACKSON COUNTY

Salem, Oregon, April 9, 1975

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code Y031
Traffic Signal and Illumination (Barnett Road at I-5 N.B. Ramp and Highland Drive in Medford)

Temporary Protection and Direction of Traffic	All Required		$ 650.00
Temporary Signs	110 sq.ft.	4.50	495.00
Flagmen	60 hours	15.00	900.00
Concrete Walks	135 sq.yds.	15.75	2,126.25
Concrete Curbs	110 lin.ft.	3.00	330.00
Traffic Signal Installation, Complete	All Required		61,626.00
	Subtotal		$ 66,127.25
	Engineering		5,611.75
	Engineering (Signal Controller Testing)		1,000.00
	Total		$ 72,739.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering (T)	$ 3,000.00	$ 2,344.00	$ 328.00	$ 328.00
Signals (T)(G-1)	49,586.00	38,771.00	5,407.50	5,407.50
Signals (U)(G-2)	23,153.00	18,103.00	2,525.00	2,525.00
Totals	$75,739.00	$59,218.00	$8,260.50	$8,260.50

Oregon State Highway Division

Federal-aid Project
No. T-M-5019(6) Safety

T - TOPIC Funds
U - Urban System Funds

Group 1 - 68% Group 2 - 32%

Contract No. 8147

Prefix: 15-0608

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-87	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* May 16, 1974	COUNTY Jackson PROJECT NO. T-5019(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Medford (Intersections of Barnett Rd. with I-5 N. Bound offramp and with Highland Drive.)

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Field Work	5-2-74	0.0
RIGHTS-OF-WAY			
CONSTRUCTION			
OTHER *(Specify)*			

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,500	$ 1,150

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By __________

Assistant State Highway Engineer
(Title)

By __________

(Title)

By __________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 16 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows.

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. T-5019(6)

BARNETT ROAD AT I-5 N.B. OFFRAMP & HIGHLAND DRIVE (MEDFORD)

CITY STREET IN JACKSON COUNTY

Salem, Oregon, May 7, 1974

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 1,500.00
	Total	$ 1,500.00

Length of Project - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E. (Field Work)	$ 1,500.00	$ 1,150.00	$ 175.00	$ 175.00
Retain in Program				
P.E. (P.S. & E. Preparation)	1,500.00	1,150.00	175.00	175.00
Contract Work	57,000.00	44,500.00	6,250.00	6,250.00
Total	$60,000.00	$46,800.00	$6,600.00	$6,600.00

Prefix: 15-0608

Group 1 - 100%

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

8-15-77

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T.H.5019(6)

VOUCHER PERIOD: FROM 5-2-74 TO 8-15-77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
Topics $58,159.79	$ 55,835.64	78.20%	$43,663.47	$ 43,663.47	$ 0.00	
Urban 25,991.75	23,795.83	78.20%	18,608.34	18,608.34	0.00	
$84,151.54	$ 79,631.47	78.20%	$62,271.81	$ 62,271.81	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Barnett Road at I-5N.B.Ramp&HighlandDr.(Medford)Section					
	Jackson County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All Required			$ 3,904.93	
	Total Preliminary Engineering Cost				$ 3,904.93	
	Construction					
	Type Code Y031					
	Traffic Signals and Illumination(Barnett Rd@I-5N.B. Ramp and Highland Drive in Medford)					
	Final Contract Payment Summary	Lump Sum			$ 67,060.90	
SF0	#2 Permanent Striping	All Required			850.31	
	Total Construction Cost				$ 67,911.21	
	Construction Engineering					
	State	All Required			$ 7,434.78	
SF0	#1 Controller Testing	All Required			380.55	
	Total Construction Engineering Cost				$ 7,815.33	
	Total Participating Cost				$ 79,631.47	
	Nonparticipating Items					
	Interest paid to Contractor	All Required			4.03	
	Preliminary Engineering	All Required			3.10	
SF0	#1 Controller Testing	All Required			504.45	
	Construction Engineering	All Required			4,073.95	
	Total Nonparticipating Cost				$ 4,585.53	
	Total Cost				$ 84,217.00	
	Prepared based on participating costs shown on Federal Billing as of 9-30-77					
	AMOUNT CARRIED FORWARD. .					

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FIS. AL YEAR

WARRANT NUMBER 37879

PAYEE [illegible]

VOUCHER DATE	TOTAL AMOUNT
5-13-77	$ [illegible]

PERIOD COVERED to 12-13-76

APPROVED

[illegible] submit additional claim(s) as defined in Section [illegible] Standard Specifications for Highway Construction

For Payment of accounts incurred by the State Highway Division by authority of ORS366.435

This final claim has been authorized in the above amount.

DESIGNATED AUTHORITY

(DEPUTY STATE HIGHWAY ENGINEER)

OREGON STATE HIGHWAY DIVISION

CONTRACTOR'S CERTIFICATE

I ______________________________ certify that I am ______________________________ that I have knowledge of the within described and attached claim; that the foregoing account is correct and just, that the work was actually performed and material furnished as therein charged, and that there is due me from the State of Oregon the amount indicated hereon, further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

HIGHWAY

FEDERAL AID PROJECT NO.

FORM 81-734 1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM [illegible]

[illegible]

HIGHWAY [illegible]TT [illegible]

FEDERAL AID PROJECT NO. T-[illegible] / [illegible]-T [illegible]

SECTION [illegible]TT [illegible] I-5 [illegible] RAMP&HIGHLAND (MED)

MAILED
3-18-77

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	1P [illegible] DIRECT TRAFFIC	LUMP SUM	650.0000	57.000	370.50	370.5[illegible]	
[illegible]	2P [illegible] DIRECT TRAFFIC	LUMP SUM	650.0000	43.000	[illegible]	[illegible]	
[illegible]	1P [illegible]	SQ FT	4.5000	63.000	[illegible]	[illegible]	
[illegible]	2P [illegible]	SQ FT	4.5000	41.500	186.75	[illegible]	
[illegible]	1P [illegible]	[illegible]	15.0000	34.000	510.00	[illegible]	
[illegible]	2P [illegible]	[illegible]	15.0000	[illegible]	135.00	[illegible]	
[illegible]	1P [illegible]	[illegible] YDS	15.7500	76.[illegible]	[illegible]	1212.7[illegible]	[illegible]
[illegible]	1P [illegible]	[illegible] YDS	[illegible]	7[illegible]	11[illegible]	11[illegible]	[illegible]
[illegible]	2P [illegible]	[illegible] FT	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	1P [illegible]	[illegible] FT	[illegible]	4[illegible]	[illegible]	[illegible]	
[illegible]	1P TRAFFIC [illegible] INSTALL COMPLETE PA 3	LUMP SUM	61[illegible]	57.[illegible]	3[illegible]	[illegible]	
[illegible]	2P TRAFFIC [illegible] INSTALL COMPLETE PA 3	LUMP SUM	61[illegible]	43.[illegible]	26459.1[illegible]	[illegible]	
	[illegible] ITEM						
[illegible]	2P [illegible]	LUMP SUM	37[illegible].0000	100.000	375.00	375.[illegible]	
[illegible]	1P [illegible]	LUMP SUM	[illegible]00.0000-	100.000	[illegible]	[illegible]	
[illegible]	[illegible] SYSTEM [illegible] 6	LUMP SUM	[illegible]67.6000	100.000	[illegible]	[illegible]	
	FORCE ACCOUNT ITEMS						
502	1P [illegible]				[illegible]	6[illegible]6.[illegible]	
		Type Code Y031	P Contr [illegible] $67,0[illegible]0.70		Total [illegible] $67,260.70		

DATE [illegible] 77 [illegible]	TOTAL CONTRACT ITEMS	[illegible]	[illegible]	[illegible]
PREVIOUS VOUCHER NO. [illegible]	% RETAINED ON CONTRACT ITEMS			
CHECKED BY: [illegible]	FORCE ACCOUNT	[illegible]	[illegible]	[illegible]
ENGINEER OR AUDITOR [illegible]	TOTAL PAYMENTS	7[illegible]	[illegible]	[illegible]

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-620

cc: OSHD (H S Coulter)
Wash. D. C (HHO-32)

FINAL ACCEPTANCE REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO. 10	REPORT NO. 2 10	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 8-10-77	REPORT MADE BY Vincent Tabor, A.A.E.		PROJECT NO. TM-5019(6)
COMPLETION DATE 1-10 -76	ACCEPTANCE DATE BY CONTRACT AGENCY 3-9-77	TIME ELAPSED $\frac{134}{280} = 49$ %	CONTRACT TIME 280 days
APPROVED EXTENSIONS None	LOCATION Barnett Rd. - I-5 Northbound ramp and Highland Dr.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BARNETT ROAD SIGNALIZATION PROJECT
City of Medford

This project provided for the removal of substandard traffic signals and the installation of combined signal illumination poles and arms at the two subject intersections. The I-5 ramp terminus at Alba Drive will be widened to provide for a left turn lane onto Barnett Road westbound in a future contract.

The original contract authorization was $76,861; however, an overrun of engineering costs accounted for a final project estimate of $78,883 or a 2.6 percent overrun.

All documentation has been received and appears satisfactory for formal acceptance of the project.

COPY SENT
AUG 15 1977
Washington

RECEIVED
STATE HWY ENGR
AUG 1[illegible] '77
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE G.K. Hossner	
TITLE Area Engineer	DATE 8-15-77	TITLE District Engr.	DATE 8-15-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8147(15)

FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A (See instructions on reverse)

STATE Oregon	COUNTY Jackson		FEDERAL PROJECT NO. T-M- 5019(6)	URBAN × RURAL
ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		Y031		July 15, 1975
20	FINAL CONSTRUCTION COST	DOL.	68527		DATE COMPLETED February 10, 1976
21	LENGTH OF PROJECT	MILES	- 0 -		TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS 1868	GROSS EARNINGS 22, 872

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	44,531	
	9	PETROLEUM PRODUCTS	GAL.	383	
	1	CEMENT	BBL.		
CARD C	2 92	AGGREGATES PURCHASED	TON. CU. YD.	1	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	1643	
	8	STRUCTURAL STEEL	LB.	15886	
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	52	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	2	
	15 95	AGGREGATES			
CARD F					
	17	FENCING	LIN. FT.		
		GUARDRAIL	LIN. FT.		
	19		LIN. FT.		
CARD G	23				
	24				

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	ALUMINUM CULVERT	
CARD M	26	IRON PIPE	

FORM PR-47

April 25, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 14, 1977, we wrote to you concerning release of final payment on Contract No. 8147 awarded to Hansen Electric Co. for traffic signal installation on the I-5 Northbound Ramp and Highland Drive (Medford) Section of Barnett Road in Jackson County.

Final payment on this contract is $469.38 and the total contract amount is $67,060.90 including $626.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Hansen Electric Co.
P. O. Box 1228
Coos Bay, OR 97420

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BARNETT RD. @ I-5 NB RAMP & HIGHLAND DRIVE (MEDFORD)

WEEK ENDING: January 15, 1977

SECTION PREFIX: 15-0608

HIGHWAY: Barnett Road

COUNTY: Jackson

NAME OF JOB: Barnett Road & I-5 NB Ramp & Highland Drive (Medford)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Company

CONTRACT NUMBER: 8147

FEDERAL AID PROJECT NUMBER: TM-5019(6)

DATE OF CONTRACT: April 7, 1975

DATE WORK STARTED: July 15, 1975

XXXXXX COMPLETION DATE: February 10, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 280

CALENDAR DAYS USED: 280

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 76,860.71

EXCLUSIVE OF ENGINEERING: $ 70,147.98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,561.72

ENGINEERING AUTHORIZATION: $ 6,712.73

ENGINEERING COST TO DATE: $ 10,321.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102.6%

XXXXXX PERCENT XXXXXX UNDERRUN: 2.3 %

PERCENT OF AUTHORIZATION: 153.8 %

DATE PROJECT WAS COMPLETED: February 10, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The semi-final estimate was submitted on January 13, 1977. This is the final "Weekly Report" for this project.

SIGNED Keith L. Martin LOCATION Grants Pass
Keith L. Martin

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Medford
City Hall
Medford, Oregon 97501

Attention of Mr. Robert D. Kortt, Traffic Engineer

Request No. (assigned by staff engineer or head of division) CC 1508

Date July 24, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

TOPICS and Urban System Project M-T-5019(6)
Barnett Road at I-5 Northbound Off-ramp
and Highland Drive
City of Medford

Itemized Statement:

Advance Deposit $8,800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for subject project.		
		Contract No. 8147		
		Amount to be transferred		$6,800.00
		To be retained		$2,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $8,800.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests $

Give the number of the last previous request in connection with this same service

Credit distribution:

15-0608-299

Submitted by:

Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

[illegible]

City of Medford
City Hall
Medford, OR [illegible]

Attention: Emily [illegible] Kirkham
City Recorder

[illegible]

Gentlemen:

Attached for your records is a fully executed copy of a supplemental urban system project agreement covering the Barnett Road at I-5 Northbound Offramp and Highland Drive section.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

[illegible] Head
COMMISSION SERVICES

lkn

Att.

cc: [illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 25, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT F. A. Urban System Project Requests

Three requests for approval of Urahn System projects will be presented for your consideration at the March 31 meeting.

The City of Beaverton is requesting a project to widen a 0.52-mile section of Allen Boulevard.

Urban System funds are being requested by Medford to complete a TOPICS project on Barnett Road that was approved by the Commission on February 19, 1974.

The Highway Division is requesting a project to widen a 0.17-mile portion of the Oakland-Shady Highway and will provide all the match funds for the project.

Federal Urban System funds for these projects are estimated at $315,900, with the State providing approximately $59,400 in match funds and approximately $29,700 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
A. Shirley, Jr.

Gary Sund

GEZ:ljt dpy

SUMMARY
PROPOSED URBAN SYSTEM PROJECTS

Jurisdiction	Section	Total Cost	Federal Funds	State Share
Beaverton	Hall Blvd.-Alice Lane Allen Blvd., FAU 0050	$215,000	$167,700	$23,650
Medford	Barnett Rd. (FAU 2430) at I-5 Northbound Off-ramp and Highland Dr.	55,000	42,900	6,050
State	Diamond Lake Blvd.-Washington Ave., Oakland-Shady Hwy., FAU 3035	135,000	105,300	29,700
	Total New Projects	$405,000	$315,900	$59,400

75-c
3/18/75

CITY OF MEDFORD
Proposed Urban System Project

Barnett Road (FAU 2430) at I-5 Northbound Off-ramp and Highland Drive (Medford) Section; traffic signals; $95,000

This project was approved by the Commission on February 19, 1974 as a TOPICS project. The City has insufficient TOPICS funds to construct the entire project. This request is for Urban System funds to complete the entire project.

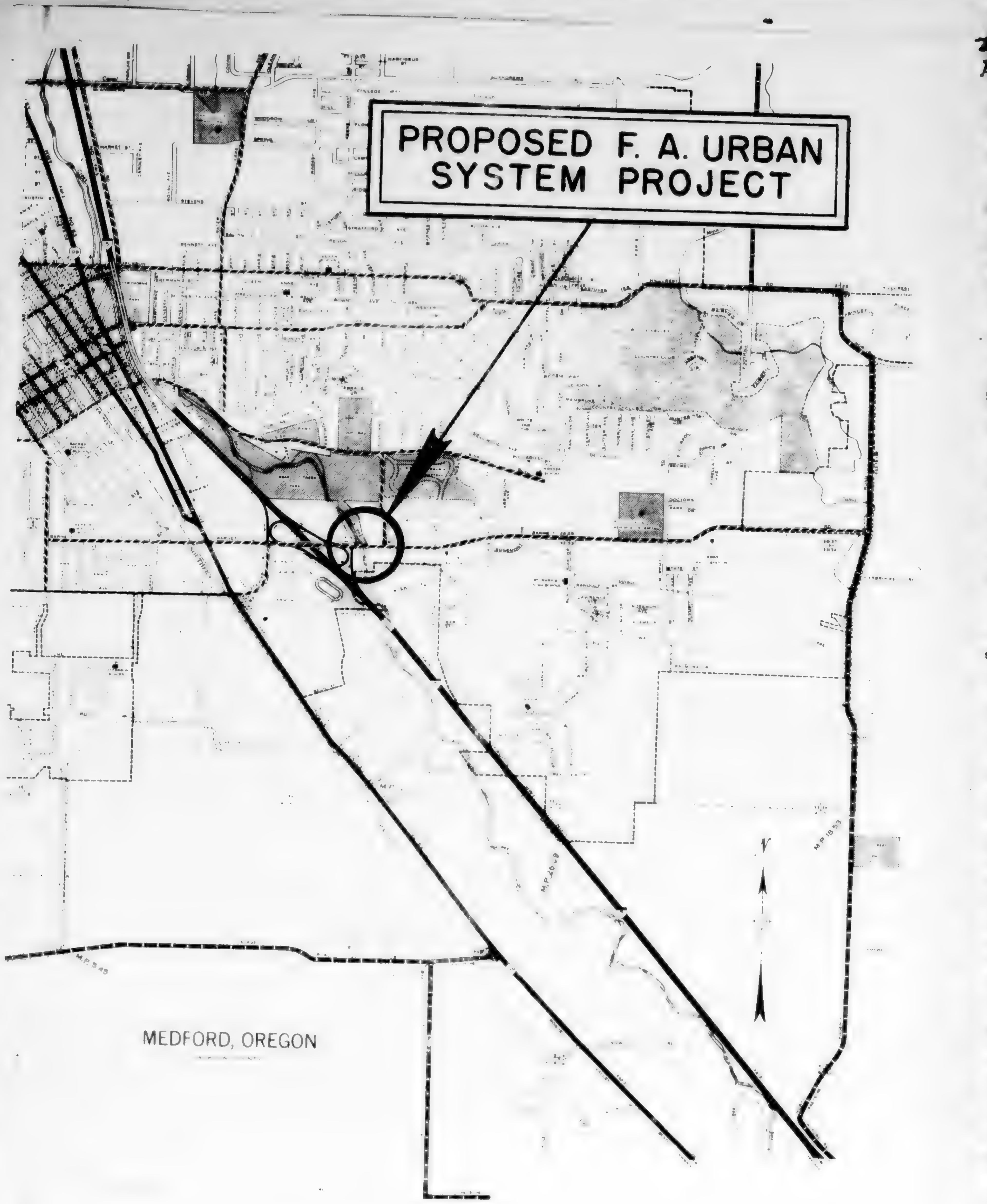
75-c
3/18/75

CITY OF MEDFORD
Proposed Urban System Project

Barnett Road (FAU 2430) at I-5 Northbound Off-ramp and Highland Drive (Medford) Section; traffic signals; $95,000

This project was approved by the Commission on February 19, 1974 as a TOPICS project. The City has insufficient TOPICS funds to construct the entire project. This request is for Urban System funds to complete the entire project.

75-c
3/18/75


PROPOSED F. A. URBAN SYSTEM PROJECT
DOCTORS
M.P. 26.98
M.P. 18.53
M.P. 8.45
MEDFORD, OREGON

S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO. T-M-5019(6)

STATE PROJECT NO. BARNETT ROAD AT I-5 NB RAMP & HIGHLAND DRIVE SECT.

FROM:
GLEN L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. M-24 & T-87

COUNTY NAME JACKSON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
TATE HWY ENG
MAR 21 '75
REFER TO
FOR
Info Inves R C D R Sign A I File

DATE PS&E APPROVED: MARCH 5, 1975

DATE AUTHORIZATION EFFECTIVE: MARCH 5, 1975

FEDERAL ROUTE NUMBER: URBAN SYSTEM ROUTE 2030

STATE ROUTE NUMBER: CITY STREET - BARNETT ROAD

GENERAL LOCATION: CITY OF MEDFORD

GENERAL DESCRIPTION OF WORK: TRAFFIC SIGNAL INSTALLATION

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (*Specify*)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MARCH 3, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 3-19-75

SIGNATURE OF APPROVING OFFICIAL

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible] N.B. Ramp [illegible]

BEN GIFFORD

Section Barrett Rd. at I-5 N.B. Ramp at Highland Dr. (Medford)

Programming Estimate $ 91,050

Highway Barrett Road 3-14-75

Project Length

County Jackson

Completion Time 280 cal. days

Kind of Work Traffic Signal Installation

Prefix 15-0609-

FA Project No. T-M-5019(6)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 78,515—

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Stage Construction Striping	
Temporary Erosion Control	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	1,000—
Bikeway Signs	
Adjust Utilities	
Misc. Permit Fees	

$ 1,000—

$ 79,515—

Contingencies (4-1/2%) 3,578.18

Engineering (10 %) 7,951.50

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 91,044.68

RECEIVED
COUNTY & CITY SECTION
[illegible]
☐ ENGR ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OK

Barnett Rd. at I-5 N.B. Ramp & [illegible] Dis (Medford) Sec.
Traffic Signal Installation
[illegible]

	Unit	Quant	Unit Cost	Amount
Temporary Protection and Direction of Traffic	All	All	Lump Sum	400-
Temporary Signs	Sq. Ft.	110	9-	990-
Flagmen	Hr.	60	12^{50}	750-
Concrete Walks	Sq. Yd.	135	15-	2025-
Concrete Curbs	Lin. Ft.	110	5-	550-
Traffic Signal Installation, Complete	All	All	Lump Sum	73,000-
			5	

i'an/T

3-6-75

Budget Bureau No. 41-R2068; App

U.S. De

MONTHLY TRANSACTION NO. 3-23

DATE SUBMITTED TO W.O. MAR

FORM PR-9
(REV. 4-61)

Hopkins H
Harwell
Holmes ✓
Prange
Unrein 2 ay

RECEIVED
MAR 7 1975
COUN ADT
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not file ☐
Return To
Bring Up *
Other

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20): 5	PROJECT LOCATION (45 typewriter spaces) 21 65: City of Medford	FUTURE (66) (70): *	YEAR (71) (72): 94	REGION (74) (75): 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62: P.E., Traffic Signal & Illum.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23: T-M-	NUMBER-AGR. NO 7: 5019

FOR MISCELLANEOUS FUNDS ONLY

CARD 4	CLASS OF FEDERAL FUNDS 1: Topics & Urban System.		COUNTY NAME: Jackson		
	NAME OF URBAN AREA 17-31: Medford	F.A. SYSTEM: Urban & Primary Type II	RTE NO.: T U	FEDERAL AID: 2430	STATE (32): City St

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (70)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 57,000	2,300 44,500	350(City) 350 6,250(City) 6,250	P.E. all traffic ination intercon existing Ave.
										PROJECT TOTAL	0.0	60,000	46,800	13,200	
5					PE ROW CONST		REQUESTED REVISION Stage 2	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 (87,000) 49,611	2,344 (67,990) 38,771	328(City) 328 5,420(City) 5 420	P.E. all traffic ination intercon existing Ave.
										PROJECT TOTAL	0.0	(16) 52,611 (23)	(24) 41,115 (33)	11,45	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:	
1	COLUMN 16 ⟶ CODE 11	CODE 2		

ON NO. 3-23

O. MAR

FORM PR-9
(REV. 4-61)

Hopkins H
Harwell
Holmes ✓
Prange
Unrein 2 [initials]

RECEIVED
MAR 7 1975
COUNTY ADT
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up *
Other

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) City of Medford	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 077 W32	ITEM NO. 87

PROPOSED WORK (35 spaces) ffic Signal & Illum.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR	PL AUTH YR	PROJECT NUMBER PREFIX LETTER(S): T-M- NUMBER-AGR. NO.: 5019 (6)	I PROJECTS ONLY POST MI. DESIG.

FOR MISCELLANEOUS FUNDS ONLY

AL FUNDS: Topics & Urban System

COUNTY NAME: Jackson

CODE: 029

AREA: Medford

F.A. SYSTEM: Urban & Primary Type II

RTE NO.: T U

FEDERAL AID: 2430

STATE: City St.

U.S.: - -

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE		ITEM AS NOW PRO-GRAMED Stage 2	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0	3,000	2,300	350(City) 350	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
ROW										
CONST						0.0	57,000	44,500	6,250(City) 6,250	
					PROJECT TOTAL	0.0	60,000	46,800	13,200	
PE		RE-QUESTED REVISION Stage 2	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0	3,000	2,344	328(City) 328	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
ROW										
CONST						0.0	(87,000) 49,611	(67,990) 38,771	5,420(City) 5 420	
					PROJECT TOTAL	0.0	52,611	41,115	11,4	

-9 has been submitted ys. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Appro

U.S. DEP

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2: REPORT NUMBER (19) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | FUTURE (68) (70) | YEAR (71) (72) | REGION (74) (75) | STATE NAME

CARD 3: CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75 | PROJECT NUMBER: PREFIX LETTER(S) 14 23 | NUMBER-AGR. NO.

CARD 4: CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F A SYSTEM | RTE NO. | FEDERAL AID | STATE 32)

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	
1	(1 or 8)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (78)		
5					PE ROW CONST		Re-quested Revi-sion Stage 2	24	M-T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	 4,085(City) 4,085	P.E. all p traffic s ination a interconn existing Ave.
										PROJECT TOTAL	0.0	37,389	29,219	8,170	
5					PE ROW CONST		RE-QUESTED REVISION					(16)			
										PROJECT TOTAL					

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

1: COLUMN 14 ——→ CODE 11 | CODE 2

REASON FOR CHANGE:

(over)

RECEIVED
MAR - 7 1975
Hopkins
Harwell
Holmes
Prange
Unruh 14
(23) (24)
COUNTY
CITY
UNIT
Re[illegible] ☐
R[illegible] Approval ☐
R[illegible] ☐
☐

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
May 2, 1974

OTHER:
May 10, 1974
January 24, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CTION NO.

TO W.O.

BER (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3) / APPN. CODE 4 6 / ITEM NO. (14) (18)

OF PROPOSED WORK (35 spaces) 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 13	I PROJECTS ONLY: POST MI (24) (26)	DESIG. 27

DERAL FUNDS 1

COUNTY NAME

CODE 14 18

AN AREA

F.A. SYSTEM

RTE NO.

FEDERAL AID

STATE 16 37

U.S. 41

WORK CL 42	WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	PROJECT COST: FEDERAL FUNDS (67) (78)	PROJECT COST: STATE FUNDS	CHARACTER OF [illegible]ED WORK
	PE ROW CONST		Re-quested Revi-sion Stage 2	24	M-T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	 4,085(City) 4,085	P.E. all phases, Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
						PROJECT TOTAL	0.0	37,389	29,219	8,170	
	PE ROW CONST		REQUESTED REVISION								
						PROJECT TOTAL		(16)			

PR-9 has been submitted Yes ☐
days.
CODE 11

PROJECT WITHDRAWN
YES ☐
CODE 2

ting into two or more projects. Prepare a form PR-1 for all
resulting from such action.

REASON FOR CHANGE:

(over)

Hopkins ✓
Harwell
Holmes
Prange
(23) (24) Unruh 14

RECEIVED
MAR - 7 1975

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐

(33) COUNTY
CITY
UNIT

ROVAL:
1974
1974
24, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

nsfer from one class of project to another, or covers joint financing, show both classes of funds involved

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

BARNETT ROAD AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. T-M-5019(6)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate.

D. This action has been requested by the City of Medford.

*ADT

		Present	Future
Barnett Rd.	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Dr.	-	4,000	6,000

TRANSACTION NUMBER 3-16

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-4-75
BY (Signature): MR. RULIEN'S FEBRUARY 27, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS URBAN SYSTEM

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 24 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
24	M-T-5019(6)	0.0	37,389	29,219	BARNETT ROAD AT I-5 AND HIGHLAND DRIVE (MEDFORD)	INSTALL TRAFFIC SIGNALS, ILLUMINATION AND RELATED WORK.

MAR 7 '75

REMARKS (Division)

ur FEBRUARY 27, 1975 PROGRAM SUBMISSION FOR THE SUBJECT PROJECT IS CONSTRUED AS CERTIFICATION THAT UNDERLYING AU ROUTE 2430 WILL BE ON THE MEDFORD URBAN SYSTEM WHEN OFFICIALLY SUBMITTED FOR OUR APPROVAL. IN VIEW OF THIS CERTIFICATION, FAU ROUTE 2430 FROM OAKDALE AVE. TO FAS 15-106 (NORTH PHOENIX ROAD) IS HEREBY APPROVED AS THE INTERIM URBAN SYSTEM FOR MEDFORD, OREGON.

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		3-4-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

MONTHLY TRANSACTION NO. 3

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

2-27-75

Budget Bureau No. 41-R2067

U.S.

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	PRESENT *	FUTURE (66) * (70)	YEAR (71) 94 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal & Illum. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M-T- 23	NUMBER 7 5019

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson				CO 02
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. T U	FEDERAL-AID 2430 (32)	STATE City St. (36)	(37) U.S. - -	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)		
5					**ROW**							
5	3C			3	**CONST** (CODE) Safety Y030 Y031	3	"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)
1	14				(16) (23)	(24) (33)		

PROGRAM APPROVAL DATES

1975

FHWA OREGON DIVISION

*ADT	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of jointly financed using Topics and Urban System funds. Base of which Topics funds are firm, any additional cost over a financed with Urban System funds.

RECEIVED
MAR - 7 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Planage
Union
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO. 3 16 O.	FORM PR-1 (REV. 4-61) 2-27-75	# FEDERAL - AID PROGRAM DATA (PPM 21-1)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

R (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
	City of Medford		*	*	94	10	Oregon	41	W32	24

PROPOSED WORK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I Projects Only POST MI. (24)	DESIG. (26) 27
affic Signal & Illum.						[illegible]	.	M-T-	5019	(6)		

RAL FUNDS	Urban System	COUNTY NAME	Jackson	CODE 029 (14) (16)	PROGRAM STAGE
AREA	Medford	ROUTE NO. T U	FEDERAL-AID 2430 (32)	STATE City St. (36) (37) U.S. - - (41)	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)			P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
	ROW								
3	CONST (CODE) Safety Y030 Y031	3	"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)	
EPARED BY			PROJECT TOTALS	0.0	37,389 (16) (23)	29,219 (24) (33)	4,085	4,085 (City)	

RECEIVED
MAR - 7 1975
COUNTY
CITY
UNIT
Hopkins
Harwell
Holmes
Prange
Unrein
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

OGRAM APPROVAL DATES

1975

DIVISION

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Existing Roadway:

a. Barnett Rd. - 54-foot pavement curb to curb.
b. Highland Dr.- 44-foot pavement curb to curb.

Project Data: All phases of preliminary engineering. Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive. Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 northbound off-ramp. Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Ave. Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of FHPM 6-8-2, subsec. 2 based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975.

A-95 Review: Exempt from State and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under the provisions of FHP
par. 6C.

Maintenance of Traffic Operations Improvements: A City-St
ment covering maintenance obligations will be prepared to
with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this ti
legal authority to control the use by utilities of the rig
on this project. A State-City agreement is being prepared
with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction
Topics Funds - - - - - - - - - - - - - - - - 58
Urban System Funds - - - - - - - - - - - - - 42

NOTE: This project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

adway:

rnett Rd. - 54-foot pavement curb to curb.
ghland Dr.- 44-foot pavement curb to curb.

a: All phases of preliminary engineering. Install c and pedestrian actuated, 3-phase traffic control arnett Road at Highland Drive. Install full traffic -phase traffic control signal on Barnett Road at the und off-ramp. Interconnect new signals with the exist- control signal on Barnett Road at Stewart Ave. ersection illumination.

proposed project is classified as "Safety Improve- Work" because it is the opinion of the City and e Highway Division that the intersection has a ntial and actual accident hazard of such magnitude qualify under provisions of FHPM 6-8-2, subsec. 2 d on the fact that the intersection has experienced gh number of accidents. The proposed signal work, controlling the flow of traffic will reduce substan- ly the number of accidents occurring at the inter- ions.

Right-of-Way: None required.

ion, Railroads, Airports, Water Developments, Historical ional Areas: None involved.

quirements: Nonmajor action project not requiring an al statement concurred in by FHWA January 6, 1975.

: Exempt from State and District 8 Clearinghouse comments under working agreements dated April 28, cember 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-5, par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction	
Topics Funds - - - - - - - - - - - - - - - - - -	58%
Urban System Funds - - - - - - - - - - - - - - -	42%

NOTE: This project is in Congressional District No. 4.

T/FAU

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	2-27-75	

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	PRESENT *	FUTURE (66) * (70)	YEAR (71) 94 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal & Illum. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 M-T- 23	NUMBER 7 5019

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson				COD 029 (41)
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. T U	FEDERAL-AID 2430 (32)	STATE City St. (36)	U.S. (37) - -	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	(54) (58)	(59) (66)	(67) (76)		
5	2 3775				**PE**			0.0	(3,000)	(2,344)		
5					**ROW**							
5					**CONST** (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (31)		

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion o
jointly financed using Topics and Urban System funds. Ba
of which Topics funds are firm, any additional cost over
financed with Urban System funds.

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT
Hopkins
Harwell
Holmes ✓
Prange
Unrein
Requires Re
Requires App
Receiver Keep
Do not File
Return To
Bring Up
Other

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ON NO.

.O.

2-27-75

ER (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	PRESENT *	FUTURE (66) (70) *	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 41	APPN CODE (4) (9) W32	ITEM NO. (14) (18) 24

PROPOSED WORK (35 typewriter affic Signal & Illum. 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 M-T-	NUMBER 5019	SEQ. NO. 13 (6)	I Projects Only POST MI. (24) (26) DESIG. 27

ERAL FUNDS: Urban System

N AREA: Medford

COUNTY NAME: Jackson CODE 029 (14) (16)

ROUTE NO. T U FEDERAL-AID 2430 (32) STATE City St. (36) (37) U.S. - - (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

CODE	CLASS 42	WORK TYPE 43 48	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)			P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
		ROW								
		CONST (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)	
EPARED BY				PROJECT TOTALS	0.0	37,389 (16) (23)	29,219 (24) (33)	4,085	4,085 (City)	

Hopkins
Harwell
Holmes ✓
Prange
Unrein
RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

ROGRAM APPROVAL DATES

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

USCOMM DUSCOMM-DC 49908-P61

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Existing Roadway:

a. Barnett Rd. - 54-foot pavement curb to curb.
b. Highland Dr.- 44-foot pavement curb to curb.

Project Data: All phases of preliminary engineering. Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive. Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 northbound off-ramp. Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Ave. Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of FHPM 6-8-2, subsec. 2 based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975.

A-95 Review: Exempt from State and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under the provisions of F
par. 6C.

Maintenance of Traffic Operations Improvements: A City-S
ment covering maintenance obligations will be prepared to
with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this t
legal authority to control the use by utilities of the ri
on this project. A State-City agreement is being prepare
with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction

Topics Funds - - - - - - - - - - - - - - - - - -	58
Urban System Funds - - - - - - - - - - - - - - -	42

NOTE: This project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Roadway:

Barnett Rd. - 54-foot pavement curb to curb.
Highland Dr.- 44-foot pavement curb to curb.

ta: All phases of preliminary engineering. Install ic and pedestrian actuated, 3-phase traffic control Barnett Road at Highland Drive. Install full traffic 2-phase traffic control signal on Barnett Road at the ound off-ramp. Interconnect new signals with the exist- c control signal on Barnett Road at Stewart Ave. tersection illumination.

proposed project is classified as "Safety Improve- Work" because it is the opinion of the City and te Highway Division that the intersection has a ential and actual accident hazard of such magnitude qualify under provisions of FHPM 6-8-2, subsec. 2 ed on the fact that the intersection has experienced igh number of accidents. The proposed signal work, controlling the flow of traffic will reduce substan- lly the number of accidents occurring at the inter- tions.

Right-of-Way: None required.

ion, Railroads, Airports, Water Developments, Historical cional Areas: None involved.

quirements: Nonmajor action project not requiring an al statement concurred in by FHWA January 6, 1975.

: Exempt from State and District 8 Clearinghouse comments under working agreements dated April 28, cember 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-5, par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction

Topics Funds - - - - - - - - - - - - - - - - -	58%
Urban System Funds - - - - - - - - - - - - - -	42%

NOTE: This project is in Congressional District No. 4.

Budget Bureau No. 41-R2068; Approval Expir

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

Hopkins
Harwell
Holmes ✓
Prange
Unrein

RECEIVED
FEB 27 1975
COUNTY
CITY ADT
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	(19) (20)	21 City of Medford	* (66)	94 (70)(71) (72)(74)	10 (75)	Oregon	41 (2) (3)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO. SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	28 P.E., Traffic Signal & Illum. 62	(63) (65)	(66) (68)	69 70	71	72 73	74 75	14 T-M- 23	7 5019 (6) 13

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD						
4	CLASS OF FEDERAL FUNDS [1]: Topics & Urban System		COUNTY NAME: Jackson			
	NAME OF URBAN AREA 17-31: Medford	F.A. SYSTEM: Urban & Primary Type II	RTE NO.: T U	FEDERAL AID: 2430	STATE (32): City St. (36)	(37)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTE PROPOSE
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (75)		
5					PE		ITEM AS NOW PRO-GRAMED	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0	3,000	2,300	350(City) 350	P.E. all phases traffic signal ination at 2 in interconnect s existing signa Ave.
					ROW										
					CONST		Stage 2				0.0	57,000	44,500	6,250(City) 6,250	
										PROJECT TOTAL	0.0	60,000	46,800	13,200	
5					PE		RE-QUESTED REVISION	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0	3,000	2,344	328(City) 328	P.E. all phases traffic signal ination at 2 in interconnect s existing signa Ave.
					ROW										
					CONST		Stage 2				0.0	(87,000) 49,611	(67,990) 38,771	5,420(City) 5 420	
										PROJECT TOTAL	0.0	(16) 52,611 (23)	(24) 41,115 (33)	11,49	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ——→ CODE 11	CODE 2	

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

RECEIVED
FEB 27 1975
COUNTY
CITY ADT
UNIT

Hopkins
Harwell
Holmes ✓
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other *

NO.

PROJECT LOCATION (45 typewriter spaces) City of Medford	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 077 W32	ITEM NO. 87			
ROPOSED WORK (35 spaces) fic Signal & Illum.	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR	PL AUTH YR	PREFIX LETTER(S) T-M-	NUMBER-AGR. NO. 5019 (6)	POST MI. MI.
L FUNDS Topics & Urban System	COUNTY NAME Jackson	CODE 029								
REA Medford	F.A. SYSTEM Urban & Primary Type II	RTE NO. T U	FEDERAL AID 2430	STATE City St.	U.S. - -					

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

I PROJECTS ONLY

DESIG.

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 57,000	2,300 44,500	350(City) 350 6,250(City) 6,250	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
					PROJECT TOTAL	0.0	60,000	46,800	13,200	
PE ROW CONST		REQUESTED REVISION Stage 2	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 (87,000) 49,611	2,344 (67,990) 38,771	328(City) 328 5,420(City) 5,420	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
					PROJECT TOTAL	0.0	52,611	41,115	11,49	

R-9 has been submitted days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expi

U.S. DEPARTME
BUREAU O

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2 — REPORT NUMBER (19) (20) — PROJECT LOCATION (45 typewriter spaces) 21 65 — ADT — FUTURE (68) (70) — YEAR (71) (72) — REGION (74) (75) — STATE NAME — STATE CODE (2) (3)

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62 — NATL. FOREST (63) (65) — FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AUTH YR 74 75 — PROJECT NUMBER: PREFIX LETTER(S) 14 23 — NUMBER-AGR. NO. 7 13

CARD 4 — CLASS OF FEDERAL FUNDS [1] — NAME OF URBAN AREA 17-31 — F.A. SYSTEM — COUNTY NAME — RTE NO. — FEDERAL AID — STATE (32) (36)

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACT PROPOSE
1	(1 or 9)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revi-sion Stage 2	24	M-T-5019(6)	City of Medford (Inter-section of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	4,085(City) 4,085	P.E. all phase traffic signa ination at 2 interconnect existing sign Ave.
										PROJECT TOTAL	0.0	37,389	29,219	8,170	
5					PE ROW CONST		RE-QUESTED REVISION					(16)	(23) (24)	(38)	
										PROJECT TOTAL					

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 ⟶ CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: *

(over)

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein
Requires Rep
Requires App
Receiver Keep
Do not File
Return To
Bring Up ✓
Other

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
May 2, 1974

OTHER:
May 10, 1974
January 24, 1975

PROGRAM REVISION REQUESTED
DATE February 27, 1975
SIGNATURE
Project Management Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

APPROVED
DATE
SIGNATURE
TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

(20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65	ADT		FUTURE (66) … (70) YEAR (71) … (72)	REGION (74) … (75)	STATE NAME	STATE CODE (2) … (3)	APPN. CODE 4 … 6	ITEM NO. (14) … (18)

ROPOSED WORK (35 spaces) 62

NATL. FOREST (63) … (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
(66) … (68)	69	70	71	72 … 73	74 … 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
14 … 23	7 … 13

I PROJECTS ONLY

POST MI MI	DESIG.
(24) … (26)	27

FUNDS [1]

COUNTY NAME

CODE 14 … 16

EA

F.A. SYSTEM

RTE NO.

FEDERAL AID: STATE (32) … (36) U.S. (37) … (41)

WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) … (58)	PROJECT COST: TOTAL COST (59) … (66)	PROJECT COST: FEDERAL FUNDS (67) … (76)	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		Re-quested Revision Stage 2	24	M-T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	 4,085(City) 4,085	P.E. all phases, Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
					PROJECT TOTAL	0.0	37,389	29,219	8,170	
PE ROW CONST		RE-QUESTED REVISION					(18) … (23)	(24) … (33)		
					PROJECT TOTAL					

has been submitted Yes ☐

PROJECT WITHDRAWN YES ☐

CODE 11 CODE 2

into two or more projects. Prepare a form PR-1 for all king from such action.

REASON FOR CHANGE:

(over)

RECEIVED
FEB 27 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

L:
4
74
, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

BARNETT ROAD AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. T-M-5019(6)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate.

D. This action has been requested by the City of Medford.

*ADT

		Present	Future
Barnett Rd.	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Dr.	-	4,000	6,000

Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
XXXXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1975

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

Dear Mr. Kortt:

This will acknowledge receipt of your letter (informal letterhead) forwarding two copies of a supplemental FAU project request (Barnett Road at northbound off-ramp and Highland Drive) and a letter from the elected officials indicating this project is being submitted in the mutually agreed upon priority order.

Your FAU application form (cost estimate - page four) shows the total cost of the project. This office assumes that you wish to expend the remaining TOPICS funds and augment those funds with FAU monies. This is the manner in which we will proceed, unless advised otherwise.

By a copy of this letter, your application is being forwarded to our Project Management Section for further processing.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Geo/R

GLC/dt

cc: L. W. Rulien ✓
L. E. George

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR		
OFFICE ENGR		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTR.		
PROG. & SCHED.		
REMARKS:		

FEB 13 1975

2.

CITY OF MEDFORD
OREGON

City -f Medford
Tra. Engineering Division
City Hall, 411 West 8th St.
Medford, Oregon 97501

73-7352
Ext. 61

Mr. Alfred Shirley Jr.
Region Engineer
Ore. St. Hwy. Div.

DATE 2/6/75
PROJECT Highland- Barnett
SUBJECT FAU

Dear Mr. Shirley:

As per your letter of Dec. 31, 1974, a Supplemental FAU request form has been completed.

Also a letter is enclosed indicating City and County approval.

Hopefully this project may now proceed to be advertised.

Thank you for your co-operation and service

Robert Hart

this informal letterhead was designed to be a handwritten form of communication that will both increase message speed and reduce costs

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

January 30, 1975

TOPICS - #5

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

Enclosed please find two copies of a Federal Aid Urban Project Request. Project name is "Barnett Road - I-5 Off-ramp to Highland Drive."

This project is totally within the urban area boundary and Federal Aid Urban System which has tentative approval of the Highway Division, Oregon Department of Transportation Planning Section and F.H.W.A.

The City of Medford and Jackson County are in agreement that this project is being submitted in order of priorities established for the Federal Aid Urban System.

If there are any questions, please advise.

Very truly yours,

Sebastiano J Fagone
S.J. Fagone
Mayor
City of Medford

Moore
[illegible] Moore
Chairman
Jackson County Board
of Commissioners

RDK:DS:do

Enclosures

Rev. 5/28/74

RECEIVED
COUNTY & CITY SECTION
FEB 14 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 1/30/75
Applicant Agency City of Medford
Federal Aid System Route No. -- Route Name Barnett Road
Project Name Barnett Road Signals, I-5 northbound off-ramp and Highland Drive
Project Length 700 feet Project Location (Attached sketch map)
Project Description To install two new traffic signal installations and provide illumination.

Design plans are available in Salem at State HIghway Building.

Average Daily Traffic 15,300 Design Speed 35 M.P.H.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 54 feet Travel Lanes two-Northbound off-ramp five-Highland Shoulders yes-off-ramp no-Highland
Medians yes-painted Parking No
Sidewalks No
Other

2. Desired Roadway Cross Section: (Attach sketch)

NO CHANGE FROM ABOVE.

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Other

FOOTNOTES:

Description of Proposed Roadway Work NO CHANGE.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60 feet Minimum ________ Maximum ________

2. Will Additional Right-of-Way Be Needed? NO Explain Signalization will not require additional right-of-way.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? NA

4. Will applicant acquire right-of-way and have State review negotiations?
   Yes ______ No ______

5. Should State negotiate and acquire right-of-way in behalf of applicant?

6. Should State prepare options? Yes ______ No ______

7. Is a public hearing necessary? NO
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
   NO If so, explain ________
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? NO
   If so, explain ________

III. TRAFFIC CONTROL DATA

1. Existing Signalization: NONE

2. Proposed Signalization:

   Location Two intersections on Barnett Road; one at I-5 northbound off-ramp; the other at HIghland Drive.
   Type Full traffic actuated.
   Phases two-I-5 off-ramp; three at Highland Drive.
   Type of Suspension Mast arm.

Interconnected NO
Other "OCTICOM" Fire Pre-emption, both intersections.

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? By City

4. Permanent Striping:

Include in project or by applicant? By City

IV. ILLUMINATION DATA

1. Present Illumination and Location: One 400 watt mercury vapor at Highland and two in vicinity of I-5 off-ramp.

2. Proposed Illumination:

Location From I-5 off-ramp to Highland Drive
Type 400 watt sodium vapor units

V. STRUCTURE DATA

1. Existing Structure:

Location NA
Type
Size
To Remain in Place?

2. Proposed Structure:

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? NO Location NA

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Some sidewalk to be constructed in area to facilitate pedestrian crossings.

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ -0-
Right-of-Way Costs (If participating)	-0-
Traffic Control	74,500
Illumination	8,000
Structures	-0-
Railroad	-0-
Other	
Preliminary Engineering & Contingencies	$ 11,500
PROJECT TOTAL	$ 94,000

FOOTNOTES:

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Medford
By Sebastiano J. Fagone
By S.J. FAGONE
MAYOR

Jackson County
By Tam Moore
By
By TAM MOORE
CHAIRMAN
JACKSON COUNTY BOARD OF COMMISSIONERS

7147

K

PRO 6-2

February 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

We are submitting PR-2 forms (Request for Approval of Individual Project Program Change) and required PR-1 forms (Program Data) for Project No. T-M-[illegible] to add necessary prefix letter [illegible] to jointly finance the construction portion of the initial project with both Topics and Urban System funds.

Enclosures

CL:js

MONTHLY TRANSACTION NO.

FORM PR-9 (REV. 4-61)

Budget Bureau No. 41-R2068; Approv

U.S. DEPAR
BU

DATE SUBMITTED TO W.O.

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City of Medford	ADT	*	FUTURE (66) (70) *	YEAR (71) (72) 94	REGION (74) (75) 10	STATE NAME Oregon	STA CO (2) 4

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62: P.E., Traffic Signal & Illum.

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) · SUPV AGCY 69 · DA CLASSIF. 70 · DA AREA 71 · EMERG. YR. 72 73 · PL AUTH YR 74 75 · PREFIX LETTER(S) 14

PROJECT NUMBER: T-M- 23 | NUMBER-AGR. NO. 7: 5019 (6

CARD 4 — CLASS OF FEDERAL FUNDS [1]: Topics & Urban System

COUNTY NAME: Jackson

NAME OF URBAN AREA 17-31: Medford

F.A. SYSTEM: Urban & Primary Type II

RTE NO.: T U

FEDERAL AID: 2430

STATE (32): City St. (3

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHA PROP
1	(1) (9)	10	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 57,000	2,300 44,500	350(City) 350 6,250(City) 6,250	P.E. all pha traffic sign ination at 2 interconnec existing sig Ave.
										PROJECT TOTAL	0.0	60,000	46,800	13,200	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 (87,000) 49,611	2,344 (67,990) 38,771	328(City) 328 5,420(City) 5 420	P.E. all phas traffic signa ination at 2 interconnect existing sign Ave.
										PROJECT TOTAL	0.0	(16) 52,611 (23)	(24) 41,115 (33)	11,4	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 16 ——→	CODE 11	CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CTION NO.

TO W.O.

BER (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	*	FUTURE * (66)	YEAR 94 (70)(71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)
							APPN. CODE 077 4 W32 6	ITEM NO. 87 (14) (15)

OF PROPOSED WORK (35 spaces): raffic Signal & Illum. 62

NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
(63) (65)	(66) (68)	69	70	71	72 73	74 75	T-M- 14 23	5019 (6) 7 13	(24) (26)	27

FOR MISCELLANEOUS FUNDS ONLY

PROJECT NUMBER

I PROJECTS ONLY

DERAL FUNDS: Topics & Urban System

AN AREA: Medford

F.A. SYSTEM: Urban & Primary Type II

COUNTY NAME: Jackson

CODE: 14 029 16

RTE NO.: T U

FEDERAL AID: 2430

STATE: (32) City St. (36)

U.S.: (37) - - (41)

COUNT	WORK CL. 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
		PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	87	T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 57,000	2,300 44,500	350(City) 350 6,250(City) 6,250	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
							PROJECT TOTAL	0.0	60,000	46,800	13,200	
		PE ROW CONST		RE-QUESTED REVISION Stage 2	87	T-M-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	0.0 0.0	3,000 (87,000) 49,611	2,344 (67,990) 38,771	328(City) 328 5,420(City) 5,420	P.E. all phases, Install traffic signals & Illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
							PROJECT TOTAL	0.0	(16) 52,611 (23)	(24) 41,115 (33)	11,49	

PR-9 has been submitted days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires

U.S. DEPARTMENT O
BUREAU OF P

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (68) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME / STATE CODE (2) (3) / APP CO 4

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTERS 14 23	NUMBER-AGR. NO. 7 13	I F / POS MI. (24)

CARD 4	CLASS OF FEDERAL FUNDS [1] / NAME OF URBAN AREA 17-31	F.A. SYSTEM	COUNTY NAME	RTE NO	FEDERAL AID	STATE 32 36	U.S. (37)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED W
1	1 or 8	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		Re-quested Revision Stage 2	24	M-T-5019(6)	City of Medford (Intersection of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	 4,085(City) 4,085	P.E. all phases, traffic signals a ination at 2 int interconnect sig existing signal Ave.
										PROJECT TOTAL	0.0	37,389	29,219	8,170	
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
										PROJECT TOTAL					

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

(over)

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
May 2, 1974

OTHER:
May 10, 1974
January 24, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 27, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCO

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) 21 65

ADT

FUTURE (68) (70) YEAR (71) (72) REGION (74) (75) STATE NAME STATE CODE (2) (3) APPN. CODE 4 6 ITEM NO. (14) (18)

ED WORK (35 spaces) 62 NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68) SUPV AGCY 69 DA CLASSIF 70 DA AREA 71 EMERG. YR. 72 73 PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23 NUMBER-AGR. NO. 7 13

I. PROJECTS ONLY: POST MI. MI. (24) (26) DESIG. 27

NDS 1

COUNTY NAME CODE 14 16

F.A. SYSTEM RTE NO FEDERAL AID STATE (32) (36) U.S. (37) (41)

K YPE 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST: TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PR[illegible]SED WORK
W NST		Re-quested Revi-sion Stage 2	24	M-T-5019(6)	City of Medford (Inter-section of Barnett Rd. with I-5 off-ramp and with Highland Drive)	(0.0) (0.0) 0.0	(3,000) (87,000) 37,389	(2,344) (67,990) 29,219	4,085(City) 4,085	P.E. all phases, Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
					PROJECT TOTAL	0.0	37,389	29,219	8,170	
W NST		RE-QUESTED REVISION					(16) (23)	(24) (33)		
					PROJECT TOTAL					

s been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:

(over)

o two or more projects. Prepare a form PR-1 for all g from such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE February 27, 1975	DATE	DATE
1975	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

om one class of project to another, or covers joint financing, show both classes of funds involved.

ORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

BARNETT ROAD AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. T-M-5019(6)

Reason for Change:

A. To jointly finance the construction portion of the project using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

B. To include in the "Project Number" the proper prefix letters.

C. To increase "Project Cost" to reflect the latest cost estimate.

D. This action has been requested by the City of Medford.

*ADT

		Present	Future
Barnett Rd.	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Dr.	-	4,000	6,000

Budget Bureau No. 41-R2067; Appro

U.S. DEPA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-27-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City of Medford	ADT	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Traffic Signal & Illum.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-T-	NUMBER 5019

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson			CODE 029
	NAME OF URBAN AREA Medford	ROUTE NO. T U	FEDERAL-AID 2430	STATE City St.	U.S. - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)		
5					**ROW**							
5					**CONST** (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (33)		

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of t
jointly financed using Topics and Urban System funds. Based
of which Topics funds are firm, any additional cost over and
financed with Urban System funds.

-ove

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-27-75

N NO.

.O.

ER	PROJECT LOCATION (45 typewriter spaces) City of Medford	**ADT**	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE W32	ITEM NO. 24							

F PROPOSED WORK (35 typewriter affic Signal & Illum.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) M-T-	NUMBER 5019	SEQ. NO. (6)	I. Projects Only: POST MI.	DESIG.

ERAL FUNDS: Urban System

N AREA: Medford

COUNTY NAME: Jackson

CODE: 029

ROUTE NO.: T U | FEDERAL-AID: 2430 | STATE: City St. | U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

	WORK					ESTIMATED PROJECT COST BY PHASES				
CLASS	TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)			P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
	ROW								
	CONST (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)	
EPARED BY			PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)	

ROGRAM APPROVAL DATES

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Existing Roadway:

a. Barnett Rd. - 54-foot pavement curb to curb.
b. Highland Dr.- 44-foot pavement curb to curb.

Project Data: All phases of preliminary engineering. Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive. Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 northbound off-ramp. Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Ave. Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of FHPM 6-8-2, subsec. 2 based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975.

A-95 Review: Exempt from State and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-
par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agr
ment covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, th
legal authority to control the use by utilities of the right-of-
on this project. A State-City agreement is being prepared to co
with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction	
Topics Funds - - - - - - - - - - - - - - - - -	58%
Urban System Funds - - - - - - - - - - - - - -	42%

NOTE: This project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Roadway:

Barnett Rd. - 54-foot pavement curb to curb.
Highland Dr.- 44-foot pavement curb to curb.

Data: All phases of preliminary engineering. Install
ffic and pedestrian actuated, 3-phase traffic control
Barnett Road at Highland Drive. Install full traffic
, 2-phase traffic control signal on Barnett Road at the
hbound off-ramp. Interconnect new signals with the exist-
fic control signal on Barnett Road at Stewart Ave.
intersection illumination.

e proposed project is classified as "Safety Improve-
ent Work" because it is the opinion of the City and
tate Highway Division that the intersection has a
otential and actual accident hazard of such magnitude
o qualify under provisions of FHPM 6-8-2, subsec. 2
ased on the fact that the intersection has experienced
high number of accidents. The proposed signal work,
controlling the flow of traffic will reduce substan-
ially the number of accidents occurring at the inter-
ections.

al Right-of-Way: None required.

ction, Railroads, Airports, Water Developments, Historical
eational Areas: None involved.

Requirements: Nonmajor action project not requiring an
ental statement concurred in by FHWA January 6, 1975.

iew: Exempt from State and District 8 Clearinghouse
nd comments under working agreements dated April 28,
December 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-5, par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction	
Topics Funds - - - - - - - - - - - - - - - - -	58%
Urban System Funds - - - - - - - - - - - - - -	42%

NOTE: This project is in Congressional District No. 4.

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-27-75

CARD								
CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 City of Medford	**ADT**	PRESENT *	FUTURE (66) (70) *	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon

STAT CODE (2) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Traffic Signal & Illum.	NATL. FOREST (63) (65)	FH ROUTE NO. (60) (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 M-T- 23; NUMBER 7 5019; SEQ. N (6)

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Jackson	CODE (14) (16) 029
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. T U FEDERAL-AID 2430 (32)	STATE City St. (36) (37) U.S. - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)		
5					**ROW**							
5					**CONST** (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)
							PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)

(16) (23) (24) (31)

P.E. a
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Stew

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

FHWA
3-4-75

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS The construction portion of the
jointly financed using Topics and Urban System funds. Based o
of which Topics funds are firm, any additional cost over and ab
financed with Urban System funds.

-over-

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

2-27-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City of Medford		*	*	94	10	Oregon	41	W32	24

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG. (I. Projects Only)
Signal & Illum.								M-T-	5019	(6)	

NDS

Urban System

Medford

COUNTY NAME: Jackson — CODE: 029

ROUTE NO.: T U — FEDERAL-AID: 2430 — STATE: City St. — U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City of Medford (Intersections of Barnett Rd. with I-5 N. Bd. off-ramp and with Highland Drive)	0.0	(3,000)	(2,344)			P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
ROW								
CONST (CODE) Safety Y030 Y031		"Barnett Road at I-5 N.B. off-ramp and Highland Drive (Medford)"	0.0	(87,000) 37,389	(67,990) 29,219	4,085	4,085 (City)	
BY		PROJECT TOTALS	0.0	37,389	29,219	4,085	4,085 (City)	

APPROVAL DATES

*ADT

	Present	Future
Barnett Rd. -	9,000	17,200
I-5 Ramp -	2,200	4,700
Highland Dr.-	4,000	6,000

REMARKS: The construction portion of the project is jointly financed using Topics and Urban System funds. Based on money value of which Topics funds are firm, any additional cost over and above will be financed with Urban System funds.

-over-

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

Existing Roadway:

a. Barnett Rd. - 54-foot pavement curb to curb.
b. Highland Dr.- 44-foot pavement curb to curb.

Project Data: All phases of preliminary engineering. Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive. Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 northbound off-ramp. Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Ave. Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of FHPM 6-8-2, subsec. 2 based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975.

A-95 Review: Exempt from State and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-5, par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to compl with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction	
Topics Funds - - - - - - - - - - - - - - - - -	58%
Urban System Funds - - - - - - - - - - - - - -	42%

NOTE: This project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF-RAMP AND HIGHLAND DR. (MEDFORD)

PROJECT NO. M-T-5019(6)

g Roadway:

Barnett Rd. - 54-foot pavement curb to curb.
Highland Dr.- 44-foot pavement curb to curb.

Data: All phases of preliminary engineering. Install
affic and pedestrian actuated, 3-phase traffic control
on Barnett Road at Highland Drive. Install full traffic
d, 2-phase traffic control signal on Barnett Road at the
thbound off-ramp. Interconnect new signals with the exist-
ffic control signal on Barnett Road at Stewart Ave.
intersection illumination.

The proposed project is classified as "Safety Improve-
ment Work" because it is the opinion of the City and
State Highway Division that the intersection has a
potential and actual accident hazard of such magnitude
to qualify under provisions of FHPM 6-8-2, subsec. 2
based on the fact that the intersection has experienced
a high number of accidents. The proposed signal work,
by controlling the flow of traffic will reduce substan-
tially the number of accidents occurring at the inter-
sections.

nal Right-of-Way: None required.

Action, Railroads, Airports, Water Developments, Historical
creational Areas: None involved.

l Requirements: Nonmajor action project not requiring an
mental statement concurred in by FHWA January 6, 1975.

view: Exempt from State and District 8 Clearinghouse
and comments under working agreements dated April 28,
d December 1, 1970, respectively.

Public Hearings: None required under the provisions of FHPM 7-7-5, par. 6C.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with Section 116, Title 23, U.S.C.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

Construction	
Topics Funds	58%
Urban System Funds	42%

NOTE: This project is in Congressional District No. 4.

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.
T-5019(6)

STATE PROJECT NO.
BARNETT ROAD @ I-5 NB OFF RAMP AT HIGHLAND DRIVE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-87

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JAN 27 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JANUARY 24, 1975	TYPE II PRIMARY	CITY STREET

GENERAL LOCATION:
CITY OF MEDFORD

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER (Specify)
LOCATION/DESIGN APPROVAL.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
AS REQUESTED IN MR. RULIEN'S DECEMBER 13, 1974 LETTER I CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION AS SET FORTH IN FHPM 7-7-2 PARAGRAPH 10E AND THAT THE TIMESAVING PROCEDURES ENUMERATED IN FHPM 6-8-2 PARAGRAPH 5C APPLY TO THIS PROJECT. LOCATION/DESIGN APPROVAL OF THE SUBJECT PROJECT IS HEREBY GRANTED.

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-24-75		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

C: R/W
CONSTRUCTION
ROAD DESIGN
REGION 3

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
JAN 24 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5019(6)

Project Name Barnett Rd. at I-5 Off-ramp and Highland Dr.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☑ Additional right-of-way will not be required for this project.

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ✓ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ✓ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedures.

Dated at Medford, Oregon,

this 21st day of January, 1975.

City of Medford

Mayor

Recorder

R/W File No. ______

Rulien PRO 6

Mr. Robert D. Kortt
Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

December 31, 1974

Dear Mr. Kortt:

As you know, the estimated cost of the Highland-Northbound off-ramp signals on Barnett Road has increased to $94,000.00. We have a $46,000.00 balance in the TOPICS funds. Thus, an additional $48,000.00 must be obtained to proceed with the project.

Please consider making application for this supplemental funding with federal-aid urban funds. A request form is attached. We will require, along with the application, a letter indicating the City and County agree that this is the proper priority of all FAU projects in the urban area.

Very truly yours,

ALFRED SHIRLEY, JR.
Region Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

AS/GLC/rlf

cc: L. W. Rulien
B. E. George
K. D. Osborn
T. Lowe

Geo/R

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☐ CHOR. ☑ GE ☐ AE ■ UL

RECEIVED
JAN 2 1974
PROJECT MANAGEMENT SECTION

Region Office Copy

TOPICS

ROSEBURG REGION
RECEIVED
SEP 18 1974
RE | [illegible] | ROE | [illegible] | TE
RUE | DES | RSR | FILE | TA

Mr. Robert D. Kortt
City Traffic Engineer
City Hall
Medford, OR 97501

September 13, 1974

Dear Mr. Kortt:

Since your visit to this office earlier this week, we have checked with our Salem office further regarding right-of-way acquisition in regard to the Barnett Road-Highland Drive traffic signal which, as you know, is one of three such signals proposed as a TOPICS project now in the location phase.

It has been decided that the minor parcel of right-of-way needed can be financed by TOPICS funds as a part of the overall project. We prefer that the City continue to try to obtain the four additional feet for a total of seven feet from the curb line as discussed and as is shown on the enclosed sketch.

The rules of the game are, however, that the project be brought to the design approval stage (by FHWA) prior to their authorizing right-of-way negotiations. This office is proceeding with the design based on the seven-foot parcel and, as soon as the preliminary designs are approved, you will be notified and consulted.

If you have any questions, please contact this office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

RECE
COUNTY & CITY
NOV 22 19
☑ ENGR. ☐ COOR. ☑ UE ☐ AL ■ UL
☑ UPE ☐ CE ☑ RE ☐ UPE ☐

GLC/dt
Enclosure

cc: L. W. Rulien
J. B. Boyd
George Thornton

December 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Location/Design Approval
Barnett Rd. @ I-5 NB off ramp &
  Highland Drive (Medford) Section
Project No. T-5019(6)
Jackson County

We request your approval of the location/design, described in the enclosed study report dated December 12, 1974, for the subject project.

More location/design details are contained in the enclosed City of Medford "TOPICS Project Request" dated February 4, 1974.

The Highway Division and local officials, having considered all the data as well as the social, economic and environmental effects, have concluded that the location/design as set forth in the study report is suitable for the project.

The project is exempt from State Clearinghouse and District 8 Clearinghouse A-95 review under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Also, we request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 Par. 10e and does not require an Environmental Statement.

Furthermore, we request your concurrence that the provisions pertaining to notification of location/design approval actions set forth in FHPM 7-7-5 & 6 is not applicable to this project under the timesaving procedures enumerated in FHPM 6-8-2 Subsec. 2, Par. 5c.

In addition, we request for the subject project your authorization to proceed with the phase of preliminary engineering necessary to obtain PS & E approval.

Enclosures

JG:wm

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
H. S. Cox
D. E. Swan
B. L. Gifford

SALEM, OREGON
December 12, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

Attention: Mr. D. E. Swan

RE: TOPICS Project T-5019(6)
Barnett Road at I-5 Northbound Off-Ramp
and Highland Drive
City of Medford

Gary

FROM: Gary B. Zehner
Urban Program Engineer
County-City Unit

Processing for location/design approval is requested for the subject project.

Study Report

LOCATION: On Barnett Road at I-5 Northbound off-ramp and Barnett Road at Highland Drive in the City of Medford.

DESIGN: Install full traffic actuated, two-phase traffic control signals on Barnett Road at I-5 Northbound off-ramp, install full traffic and pedestrian actuated, three-phase traffic control signals on Barnett Road at Highland Drive, and install illumination at both intersections.

This project has been reviewed and we have determined that the proposed design does not constitute a major class Federal Aid action. The project is therefore exempt from any environmental assessment, negative declaration, etc., per Volume 7, Section 2 of the Federal Highway Program Manual, dated November 29, 1974.

GEZ:scr

K

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON

DATE October 28, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM for Mr. L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category

Attached for your information is an assessment on the Biddle Road and Barnett Road Section, concurred in by the FHWA, indicating that the following environmental documentation is appropriate: Negative Declaration.

Project Management classifies this section as a category 3 project. Your authorization for the Location Engineer to proceed with a survey will place this project in the Project Management System with activities henceforth following Action Plan procedures.

Attach.

BLG:ljt

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter
R. E. Royer
Gary Sund
H. S. Cox
B. L. Gifford
D. E. Swan
A. Shirley, Jr. Region Engineer
G. T. Thornton District Engineer

APPROVED
E S Hunter
E. S. Hunter
11-1-74

11-1-74
cc: Rulien

RECEIVED
OCT 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 22, 1974

In reply refer to: 1041EC.1

SUBJECT: Oregon T-5019(6) & T-5019(7)
Biddle Road and Barnett Road
Jackson County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Based on the attached assessment and our field review we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

for G. L. Green

10-24-74
cc Ruhlen
Pottat

Attachment
Project Assessment

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Donna Kilber
Date September 12, 1974

A. PROJECT IDENTIFICATION T-5019(6)

Name of Project Biddle Road and Barnett Road at I-5 NB Ramps T-5019(7) Section
Location of Project I-5 Highway
City Medford County Jackson Region III
Est. Cost $ 100,000 R/W & Constr. Only Length 0.0, 700 feet Prefix Biddle - 15-0609 Barnett - 15-0608

B. BRIEF GENERAL DESCRIPTION OF PROJECT

This is two separate projects:

Biddle Road @ I-5 Northbound Off-Ramp

TOPICS Project T-5019(7)

The proposed project consists of: 1) removal of existing substandard signal installation utilizing wood poles and span-wire signalization, 2) Installation of new 3-phase signalization, 3) Provide illumination on steel signal poles, 4) widening approach (I-5 exit) to provide for a left turn lane.

Barnett Road @ I-5 Northbound Off-Ramp and Highland Drive

TOPICS Project T-5019(6)

The project consists of: 1) installation of a fully traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive. 2) Installation of fully traffic actuated, 2-phase traffic control signal on Barnett at the I-5 Northbound off-ramp. 3) Interconnect new signals with existing traffic control signal on Barnett Road at Stewart Ave. 4) Installation of intersection illumination.

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	
Program (PE) Approval	☒	7-11-74 (Biddle) 5-2-74 (Barnett)
Corridor Approval	☐	
Design Approval	☐	
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☒
Formal Environmental Classification Study	☐	☒
Formal Environmental Classification Study Completed	☐	

3 CATEGORY PROJECT

E. STATUS OF PROJECT DEVELOPMENT

Reconnaisance ☐
Location (Field) ☒
Location (Office) ☐

Preliminary Design (Field) ☐
Preliminary Design (Office) ☐
Final Design ☐
Contract Plans Completed ☐

PNRS No. ____________
Date A-95 Submitted NA
Date Reply Received ____________
Reply Not Required ☒ XX

F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☒
Hearing Not Requested ☐
Hearing Requested ☐

		Date
Corridor Hearing Held	☐	
Design Hearing Held	☐	
Combination Hearing Held	☐	

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist				
Urban Economist				
Agricultural Economist				
Accoustical Engineer				
Air Quality Engineer				
Sociologist				
Urban Planner				
Landscape Architect				
Geologist				
Assistant Project Manager	XXX			Review City's Negative Declaration.

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact and steps to minimize harm
MAXIMUM - Special detail of analysis. Comprehensive technical report

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

BIDDLE ROAD:

Biddle Road is the subject of a 5 part plan to create a business bypass east of downtown Medford and parallel to I-5. In the subject project area, northbound on and off ramps to I-5 and eastbound on and off ramps for Crater Lake Hwy. meet and form an intersection with Biddle Road.

The existing signal at this intersection which was installed on a temporary basis, has fixed time 2-phase operation that is inadequate and hazardous. Average daily traffic on Biddle Road is 10,000 and on the I-5 off ramp is 4,100. During 1973, 11 accidents were recorded, 7 of which involved northbound traffic on Biddle Road turning west onto I-5 opposing southbound traffic on Biddle Road. Five of these accidents involved injury.

Impacts resulting from this project are expected to be positive.

A negative declaration is now being prepared by the city of Medford.

BARNETT ROAD:

Barnett Road is the main arterial to the east from the southern portion of Medford, servicing one of the fastest growing sections of Medford including the new Medical Center, expanded Rogue Valley Hospital facilities and extensive residential development. From Highland east, it is a five lane facility and west a three lane facility, to be converted to four lane after signal installation.

The project area is just east of the Barnett Road overpass of I-5 off-ramp and Alba Drive; and Barnett at Highland Drive. Alba Drive, an access to

(Use more space if required)

commercial development, faces the I-5 off-ramp. The signals will be interconnected with those at Steward Avenue and Barnett Road, west of I-5.

At the overpass, ADT on Barnett Road has increased from 11,965 in 1971 to 18,900 in 1973. The ADT for the I-5 off-ramp is approximately 2,300 vehicles. The ADT for Highland Drive is approximately 4,000.

In a 40-month period from 1967 to 1970 there were eleven reported accidents at the off-ramp intersection. Of these, four were of a type preventable by a signal.

In a 39-month period from 1967 to 1970, there were nine reported accidents at the Highland intersection, seven of which were of a type preventable by a three-phase signal.

No significant impacts are expected from this project.

A Negative Declaration is being prepared by City of Medford.

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☒ Significant Amount ☐ (Explain and Assess)

Barnett Road - 5' by 100' strip for sidewalk and pole foundation.

Biddle Road - "none"

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☐ Yes ☒ (Explain and Assess)

Barnett Road - channeling of traffic and laning will change as a result but is not part of the project itself. It will not significantly change the function of the facility.

Biddle Road - Safer processing of traffic.

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

NONE

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

NONE

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S. ☐
Final E. I. S. ☐
Negative Declaration ☒ XX
Section 4(f) ☐
Statewide Negative Declaration ☐
Environmental Assessment ☐

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document ______ Date ______ FHWA AREA ENGINEER

147

October 9, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Green:

Re: Barnett Road Interchage— Interstate 5
Undercrossing Structure #8676A
Jackson County

This structure, completed in 1963 under Project I-5-1(30)18, was built to two lanes, conforming to Barnett Road and the Bear Creek bridge. At that time approximately 8,000 ADT was projected on the structure for design year 1975. One of the projects in the 1985 transportation plan (completed in 1967) recommended by the Bear Creek Area Transportation Study (BCATS) was four-laning of the structure. No priority for this improvement was established because it was assumed that future commercial development would occur within the central business district and a major north-south facility just east of Interstate 5 would be necessary. Neither the downtown redevelopment program nor the north-south facility came to pass. It is not likely that the north-south facility will ever be built because of Bear Creek Park and the resulting environmental consequences. It is also doubtful that the traffic problems at the interchange would be alleviated with it in operation.

Interstate 5 is a major north-south arterial for local as well as through traffic. The Barnett Road Interchange is the major access point because of the commercial and residential development in the area east of I-5 served by Barnett Road. In May 1973 the traffic count on the structure was 18,500 ADT (Map A), which exceeds the capacity at Level of Service "C" (16,000) and approaches the capacity at Level of Service "E" (19,500). The heaviest traffic on the Rogue Valley Highway, the only other north-south arterial, was 24,000 ADT north of Barnett Road and

16,500 ADT south. Traffic on the southbound off-ramp (4,000 ADT) was above capacity at Level of Service "C" and barely within capacity at Level of Service "E". A 16-hour manual count was conducted on the structure September 18 and 19, 1974 revealing 17,440 ADT, of which 26.8% were heavy vehicles (as categorized by Traffic Section: panels and pickups, campers and light trucks, two- to six-axle trucks, buses, and passenger cars with trailers).

As a result of the commercial and residential development, Barnett Road was widened to four lanes between Riverside and Stewart Avenues in 1966, with a median for left-turn movements. In 1968 Barnett Road was improved in a like manner between Bear Creek and Murphy Road, with the structure over Bear Creek widened to accommodate the four lanes. The two-lane structure over I-5 is a bottleneck betweenthese improvements, creating an "hourglass" effect, which causes delays in traffic movements. The traffic flow diagram (Map A) indicates that traffic volumes along Barnett Road are such that the two-lane structure restricts the flow, causing the traffic to queue up. Movement of traffic from the ramps onto Barnett Road is affected in that traffic backup on the ramp, in certain instances, interferes with the smooth flow of traffic along I-5.

Since the Barnett Road Interchange is a major access point for locally generated traffic on I-5 as well as for through traffic, and due to the probability that traffic will continue to increase at an anticipated growth rate of approximately 5% per year (1995 projected ADT = 33,500, see Map B), it is apparent that improvement of the structure to provide four lanes is urgently needed. The growth can be attributed largely to I-5, with its convenient access at Barnett Road.

A TOPICS project is proposed for modernization of the signals at the I-5 northbound ramp and Highland Drive. It is designed to reduce the numerous accidents due to turning movements, but weaving movements either to or from the interchange will still have to contend with the two-lane structure. The two-lane bridge, coupled with a relatively high ramp usage by local traffic, could increase the problem of interference with through movements of I-5 traffic without any relief being provided by implementation of the signal project.

In 1961, even before the present two-lane structure was built, the Oregon State Highway Department foresaw the overloading of Barnett Road that would occur immediately after the freeway was opened and requested permission to construct a four-lane structure. However, the Bureau of Public Roads refused this permission on the grounds that a two-lane structure would still be adequate to handle the predicted 1975 traffic. It is now demonstrated that this assumption was not warranted; the current ADT is already more than twice as great as the 1975 projection. We therefore strongly urge that you grant approval for a four-lane structure to be constructed with interstate funds.

Very truly yours,

E.S. Hunter
Assistant State Highway Engineer

WAE:WHT:jp
cc A.E. Johnson
R.L. Schroeder
Duane Scroggins, Public Works Director, Medford
V.D. Wolfe

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON 97501

November 19, 1973

DUANE L. SCROGGINS
PUBLIC WORKS DIRECTOR

CITY HALL
MEDFORD, OREGON

411 WEST 8TH STREET
PHONE 773-7352

Mr. Jack Hoffbuhr
Chairman
Highway Committee
Medford Chamber of Commerce
304 South Central Avenue
Medford, Oregon 97501

Dear Mr. Hoffbuhr:

In regard to the Barnett Road overpass over Interstate I-5, the following data is being submitted for review and response by the Highway Committee.

Enclosed are some recent photos of eastbound traffic near Stewart Avenue which indicate some daily problems.

The City, along with the Chamber, has been trying from design stage to have the Department of Transportation widen the overpass to four lanes. To date, we have only several letters indicating no structure widening will be scheduled because traffic conditions do not warrant the work. Our studies indicate otherwise. We have completed traffic counts and developed other technical data as follows:

TECHNICAL DATA

Traffic Counts

The City Traffic Division completed several traffic counts recently. We also will continue to record traffic data to establish further trends. Our counts show the following:

DATE	LOCATION	AVERAGE WEEKDAY TRAFFIC
September 1973	Barnett between Bear Creek Bridge and Highland Drive	15,250
September 1973	Barnett on top of overpass structure	18,900 (peaks in excess of 20,000)
August 1973	Barnett between Stewart and Riverside	16,750

Delay

It is noted that during peak periods in the morning and afternoon that interstate ramp traffic piles up almost back to the freeway and takes several minutes of waiting for adequate gaps in Barnett traffic to enter street. This problem will become worse as the land along the new Alba Drive develops, e.g., Little League Baseball fields are being constructed in this area.

Accidents

On Barnett at the off-ramp there were eleven reported accidents during a 40 month period from 1967 to 1970. Since January 1, 1971 there have been four accidents. Since January 1, 1971 at Barnett and Highland there have been thirteen accidents.

Observed Problem

1. North and/or south to east and west traffic que at Barnett Road two to three cars abreast in a single lane. Delays for south to west traffic at stop controlled intersection cause vehicles to force path into traffic backed up from overpass constriction.
2. East to east, north and south utilize single lane from Stewart Avenue to overpass as two lanes as shown in pictures.

BACKGROUND DATA

History

The overpass was constructed in 1963. It is a two lane structure. The State Highway Division administered the engineering, design and construction. At this time Barnett Road was a two lane road from Riverside to Murphy. The traffic volumes in the area of Stewart were approximately 5,000 per day.

In 1966 Barnett Road from Riverside to Stewart was widened to four lanes with a fifth lane for storage of turning vehicles.

In 1968 Barnett Road from Bear Creek to Murphy was widened to four lanes with a fifth lane for storage of turning vehicles. The structure over Bear Creek was widened to four lanes.

On April 3, 1969 the Medford City Council passed Resolution No. 574 which joined the Highway Committee of the Medford Chamber of Commerce with the City staff to formulate plans for improvement of the overpass and the preparation of plans for the development of the interchange facility.

On September 13, 1971 the City received a letter [illegible] Assistant State Highway Engineer. He indicated the State [illegible] again analyzed traffic conditions and existing geometrics involving the eastbound lanes of Barnett Road between Stewart and the southbound on-ramp to I-5. He concluded that the solution to this problem was not the widening of the Barnett Road structure. His letter made no recommendation to schedule any minor or major roadway improvements.

On May 8, 1973 the City received a letter from Mr. Alfred Shirley, Jr., Regional Engineer, Oregon State Highway Division. This letter was in response to our letter requesting a new feasibility study be initiated. He referred the City to Mr. F. B. Klaboe's letter of September 13, 1971.

Decision for Two Lane Structure

During the construction of Interstate I-5 Freeway, the Barnett Road overcrossing was shown as a four lane facility on plans presented to local officials. The construction costs, exceeding those permitted by the Federal Government, required the construction phase be reduced and a two lane facility was constructed. That design was apparently based on Federal traffic projection and despite pleas by local officials noting erroneous traffic projections. It was then the responsibility of the Federal Government and the State to construct a four lane facility across I-5 and Bear Creek.

Prior to the development of construction plans, the State Highway Department analyzed traffic conditions on Barnett. From their studies and field data, they projected 7,935 vehicles per day over the structure in 1975, now proven to be in error. The error in recognizing future traffic volumes has created the problem we are faced with today. At the time the I-5 structure was constructed, Barnett Road was a two lane road. The land use and urban development underwent rapid change after the structure was built.

Bear Creek Area Transportation Study - "B-CATS"

The "B-CATS" refers to the Barnett Road overcrossing. The report states, "The construction of Barnett Road by the City of Medford to a four lane facility east and west of I-5 requires the widening of this important crossing." The report goes on to say that the City and Jackson County feel the widening is the responsibility of the State of Oregon and the Federal Government.

PROGRAMMED BARNETT ROAD IMPROVEMENTS

The City and State are in agreement that traffic signals should be installed at Alba Drive (which is also the ramp terminal for I-5 northbound traffic exiting at Barnett) and at the intersection of Highland Drive. Traffic signal warrants were met at both locations based on February, 1971 traffic volumes. Signals at these two locations are programmed to be installed

under the TOPICS Program. This is a federally ite
by the State Highway Division. Several projects h
utilizing TOPICS funds. After current projects have b
remaining TOPICS fund balance will be approximately $40,0
TOPICS funds will be available as the program has been discont
must commit the funds to a project by March 1, 1974.

The City staff is willing to commit this remaining balance to the Barnett signals in an effort to further justify and solidify our position and concern for the structure widening project. The signalization is listed under Priority C projects in the City's Areawide TOPICS Plan but conditions have changed substantially to warrant moving the work to a higher priority.

CONCLUSION

The City has reconstructed Barnett to four lanes with a fifth lane for turns and widened the Bear Creek structure to four lanes on both sides of the overpass. The two lane overpass structure forms a bottleneck, which is causing undue delay, congestion and weaving of traffic flow. It is the recommendation of the B-CATS Committee that the State Highway Department and/or the Department of Transportation be requested to improve the I-5 overcrossing.

The State Highway Division has asked local Council of Governments to assign priorities to needed highway improvements to allocate funds from recent State Bond issue authorizations. The City of Medford has gone on record as listing construction of McAndrews Road as Jacksonville Highway from Court Street to the vicinity of Oak Grove School as our #1 priority. This project would relocate the State Highway from the 8th-Main couplet and replace the project shown in the OSHD list as Route 238, Elm Street to Oak Grove Road. Our second priority involving the "Bond Funds" is widening Barnett Road overcrossing; however, the McAndrews Road project is very involved and would take three to five years to complete where the Barnett Road project could probably be completed sooner if funds were allocated so completion dates may understandably not coincide with priorities. We viewed other projects such as reconstructing the North Medford "Interchange" Crater Lake Avenue-Highway intersection, and others listed in B-CATS but given limited funds, list only two projects that could be financed with said funds.

Even if approval were given today to begin the design work and draw plans, it would be at least two years before the work would be completed.

Some positive effort should be directed to deal with this problem to the desired solution.

Very truly yours,

Duane L. Scroggins
Public Works Director

R. D. Kort
By R. D. Kortt
City Traffic Engineer

RDK:pt
Enclosure

Rulien

FILE: PLA 12-2

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 27, 1974

Mr. Robert D. Kortt
City Traffic Engineer
City of Medford
City Hall
Medford, OR 97501

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ■ [illegible]
☑ UPE ☐ CE ☑ [illegible] ☑ [illegible]

Dear Mr. Kortt:

This letter is to confirm our verbal reply to your request that the Highway Division consider the construction of a bike path-walkway along Barnett Road in the area of I-5.

As explained during the field investigation, the area does not lend itself to such construction due to the long sweeping on-ramps to I-5. The crossing of these four ramps by pedestrians and bicyclists would be hazardous. The installation of signing and crosswalks would be impractical.

The traffic signal at the northbound I-5 off-ramp and Biddle Road will, as promised, contain "WALK-DON'T WALK" pedestrian indications in all four quadrants.

In its present configuration, this area cannot be recommended for such bikeway and pedestrian construction.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal Aid Engineer

GLC/dt

cc: Victor Wolfe
L. W. Rulien ✓
L. E. George
George Thornton

RECEIVED
OCT 1 1974
PROJECT MANAGEMENT SECTION

T

CITY OF MEDFORD
OREGON

CITY OF MEDFORD
MEDFORD, OREGON 97501

PUBLIC WORKS DEPARTMENT

September 12, 1974

RECEIVED
COUNTY & CITY SECTION
SEP 18 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

Re: TOPICS Project T-5019 (6): Barnett Road at I-5 Northbound Off-Ramp
TOPICS Project T-5019 (7): Biddle Road and I-5 Northbound Off-Ramp

This negative declaration precedes our request for location design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT

Location: This project is located at three separate intersections:
(1) Barnett Road and I-5 Northbound Off-Ramp
(2) Barnett Road and Highland Drive
(3) Biddle Road and I-5 Northbound Off-Ramp

Description: Installation of traffic control signals at two intersections on Barnett Road, I-5 Northbound off-ramp and at Highland Drive. The modernization of existing signals on Biddle Road at I-5 Northbound off-ramp. The installation of illumination at each intersection. The widening of I-5 Northbound off-ramp at Biddle Road to provide for two approach lanes. The traffic signal co-ordination (interconnection) of three signalized intersections on Barnett Road. Two of the three intersections are proposed new signal installations on this project. I-5 Northbound off-ramp and at Highland Drive; the other is Barnett and Stewart.

PURPOSE OF PROJECT

Purpose of Project: To provide vehicular and pedestrian controls and separate left-turn phases at these intersections. Contributing factors are congestion, conflicts, major delays and an excessive number of turn-movement accidents.

The proposed project is necessary due to increased traffic loads on both the major arterial streets and on the cross streets affected. Land use in the general area of these improvements is being developed for commercial use, further increasing the necessity at this time for traffic signal controls.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Discussion of Environmental Impacts: The area surrounding the I-5 Northbound off-ramp and Biddle Road is commercial consisting of a shopping center, service station and a major truck stop. Widening the off-ramp to two lanes will not affect any development in the area and will improve traffic flow and safety through the intersection.

I-5 Northbound off-ramp and Barnett Road intersection has Bear Creek on one side and Interstate I-5 on the other. One service station is in the immediate area. Traffic signals can be installed within existing right-of-way.

The intersection of Barnett and Highland is approximately 600 feet East of the I-5 Northbound off-ramp. This is a T-intersection. Land use surrounding this location includes private residences, a motel, and an apartment building. Additional right-of-way will be required through the intersection on the south side of Barnett. Additional right-of-way will be used for pedestrian travel and for placement of signal and lighting standards. No other improvements or structures are within the proposed right-of-way. Acquisition of approximately 5'0" of additional land will not cause abutting property owners to be displaced. Abutting property owners have no improvements within proposed right-of-way which would be required to be relocated. The opportunity for a public hearing will be advertised. The two property owners involved in the acquisition of additional right-of-way have been consulted during the planning of the project.

There are no natural trees or shrubs or any landscaped areas that will be affected by the construction. Additional land considered desirable and necessary for traffic signal project at Highland and Barnett will not cause any natural trees or shrubs to be removed.

A minimal amount of inconvenience to the road users will occur during construction as the existing streets can remain in full use during construction.

Access will be improved, natural resources will not be affected, and no additional noise levels will be introduced by the project. No people or property improvements will be displaced. Furthermore, there are no recreational lands in the area affected, and there will be no additional air or water pollution occuring as a result of the project.

The completed project will be beneficial to the City and to the general motoring public by the elimination of congested and hazardous conditions created by the existence of these non-signalized intersections.

BASIS FOR NEGATIVE DECLARATION

Basis for Negative Declaration: The proposed project is an important element in the upgrading of the City of Medford's street system to accommodate the current and projected traffic loads. It will improve safety to the general traveling public, improve the economic opportunity for the adjacent land owners, and the detrimental effect, if any, to the local environment will be negligible.

Very truly yours,

Robert D. Kortt

Robert D. Kortt
Traffic Engineer

RDK:do

Rulien

T

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE September 12, 1974

TO MEMO TO THE FILE

FROM GLEN L. CLARK, Regional Federal Aid Engineer

Glen L Clark

SUBJECT TOPICS Project - Three Signals in Medford Barnett Road and Biddle Road

RECEIVED
COUNTY & CITY SECTION
SEP 23 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

The City (Bob Kortt) was in my office September 10, 1974, and stated they wished seven feet between curb and right-of-way line on south side of Barnett Road at Highland Drive (see attached sketches)--one of the three subject signals.

Gary Zehner had called Kortt and asked him to hold off any right-of-way acquisition. Virgil Wilson was asked to assist in resolving this problem. The owner (one of two involved, depending on the signal design) is hard to deal with.

To date it appears that we cannot make the November 21, 1974, letting date. Zehner is going to ~~sit~~ back--this is a TOPICS job and we should be to contract by July 1, 1975, or lose the money.

Zehner contacted FHWA and the attached sheet (of the Federal-Aid Program Manual) indicates that on TOPICS projects, no hearing is required if item Nos. 1, 2 and 3 are satisfied. Thus, No. 1 is, by "working agreement", out of the way, and No. 2 is out of the way by virtue of the TOPICS study approved many longs months ago. No. 3 is to be written by the City (negative declaration).

So, John Oakes states all we have to do is appraise the property, make an offer and if it were turned down, start condemnation procedures.

Anyone wish to comment?

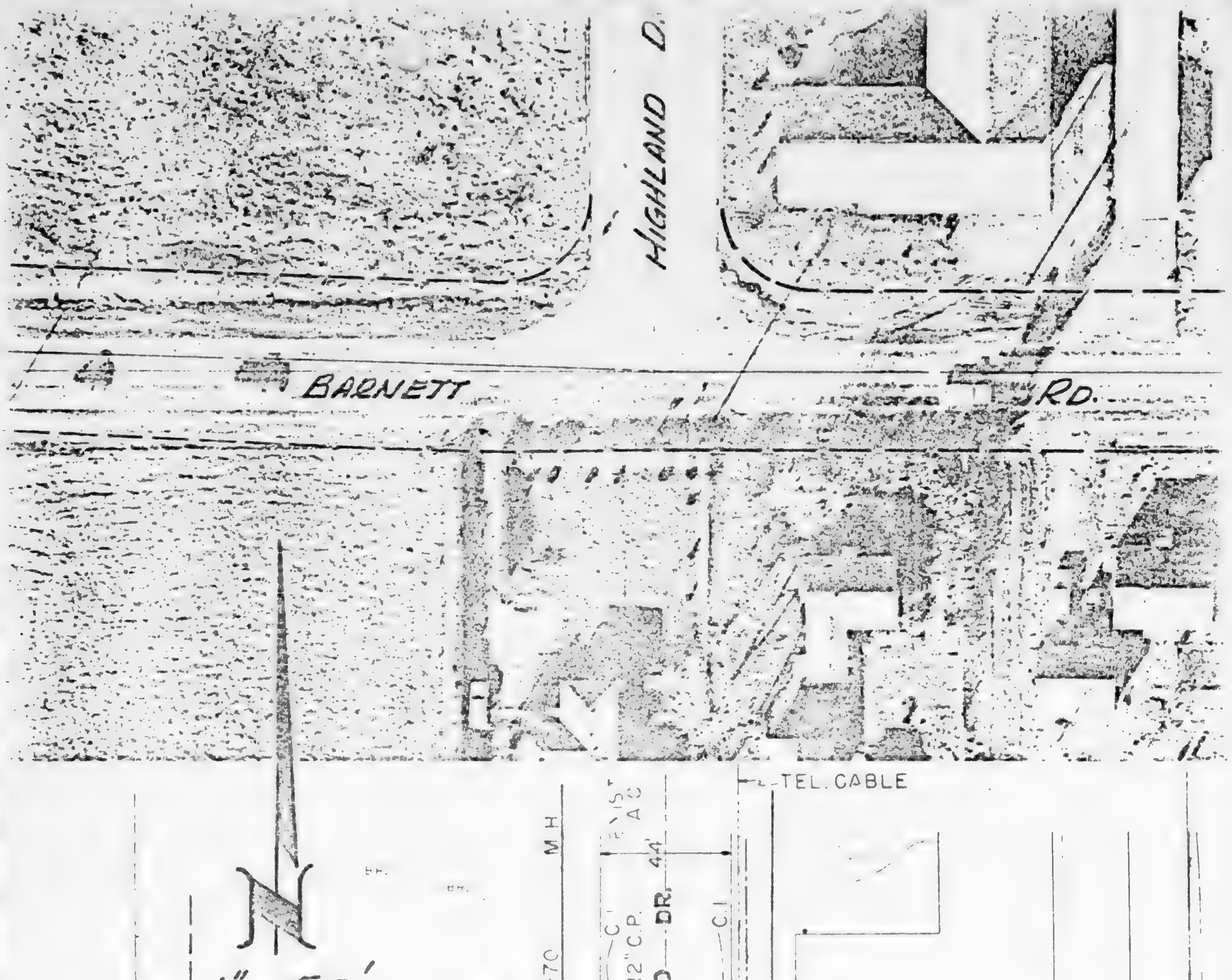
NOTED
D. E. SWAN

GLC/dt
Attachments

cc: L. W. Rulien ✓
John Oakes

Bey
Ben
9-17-74

RECEIVED
SEP 17 1974
PROJECT MANAGEMENT SECTION



3' from face of
Curb To R/w Line

Policies Act of 1970", as established by the Federal-Aid Highway Program Manual, unless other procedures as approved by the Administrator are applicable.

c. *TOPICS projects are made up of miscellaneous kinds of work that are generally considered minor items on regular urban highway construction projects. Therefore, in accordance with 23 U.S.C. 101(e), "Minimization of Red Tape", it is possible for the Division Engineer to authorize certain timesaving procedures for specific projects or for a program of projects. These procedures apply to:*

(1) *The Clearinghouse Requirement. Certain types of projects are of such a nature or magnitude that they will have no effect on decisions or public works activities of concern to clearinghouse agencies (Volume 4, Chapter 1, Section 2 of the Federal-Aid Highway Program Manual).* The Division Engineer should work with the State to identify such types of projects and have the State develop agreements with appropriate areawide clearinghouses for the exemption of these projects from notification and review requirements or arrange for rapid screening.

(2) *3C Planning Requirement. The Division Engineer may determine that this requirement of Volume 4, Chapter 4, Section 2 (IPM 50-9) of the Federal-Aid Highway Program Manual is not applicable if the project or projects will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.*

(3) *Environmental Statement Requirement. The provisions of Volume 7, Chapter 7, Section 2 (Environmental Impact and Related Statements) of the Federal-Aid Highway Program Manual apply.* The Division Engineer shall be guided by the above directive and if he determines that the project will not have a significant environmental impact a negative declaration may be approved.

(4) *Public Hearing Requirement. The Division Engineer may determine that the provisions of Volume 7, Chapter 7, Section 5 (Public Hearings and Location/Design Approval) of the Federal-Aid Highway Program Manual requiring public hearings, location and design approval and notification of these are not applicable if the abbreviated procedures in (1), (2), and (3) above are all utilized. If the State has an approved Action Plan containing public hearing procedures which was developed pursuant to Volume 7, Chapter 7,*

RECEIVED
SEP 12 1974
ROSEBURG R/W

TRANSACTION NUMBER 5-41

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-2-74
BY (Signature): L. W. RULIEN'S MARCH 4, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 87 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
87	T-5019(6)	0.0	60,000	46,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
BARNETT ROAD AT I-5 NORTH BOUND OFF RAMP AND HIGHLAND DRIVE (MEDFORD) JACKSON COUNTY-STATE OF OREGON	PRELIMINARY ENGINEERING TRAFFIC SIGNALS AND ILLUMINATION.

RECEIVED
STATE HWY ENGR
3 '74
REFER TO

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY FOR DESIGN APPROVAL.

RECEIVED
3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-2-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-590

FORM PR-48
(Rev. 8-71)

Budget Bureau No. 41-R2067; Approval E

FORM PR-1
(REV. 4-61)

U.S. DEPARTME
BUREAU

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. 5-41

DATE SUBMITTED TO W.O. MAY 2 1974

3-5-74

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT (66)	FUTURE (70)	YEAR (71)(72)	REGION	STATE NAME	STAT CODE (2)
2	1	City of Medford		*	*	94	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. N
3	P.E., Traffic Signal & Illumination						B-3		T	5019	(6)

CARD				
4	CLASS OF FEDERAL FUNDS: TOPICS	COUNTY NAME: Jackson	CODE (14)(16): 029	
	NAME OF URBAN AREA 17-31: Medford	ROUTE NO.: T	FEDERAL-AID: Prim Type II (32)	STATE (36)(37) U.S. (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54)(58)	(59)(66)	(67)(76)		
5	10			1	**PE**	3	City of Medford, (Intersections of Barnett Road with I-5 N. Bound off ramp and with Highland Drive)	0.0	3,000	2,300	350	350 (City)
5					**ROW**							
5	3			5	**CONST** (CODE) (Safety) Y031 Y030		"Barnett Road at I-5 N.B. off ramp and Highland Drive (Medford)"	0.0	57,000	44,500	6,250	6,250 (City)

P.E.
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CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.0	60,000	46,800	6,600	6,600 (City)
1	14				(16)(23)	(24)(33)		

PROGRAM APPROVAL DATES

[illegible] 5'74

FHWA OREGON DIVISION

REMARKS

*ADT

		Present	Future
Barnett Road	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Drive	-	4,000	6,000

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

O. 5-441

MAY 2 1974

3-5-74

PROJECT LOCATION (45 typewriter spaces) City of Medford	ADT	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 077	ITEM NO. 87

OPOSED WORK (35 typewriter fic Signal & Illumination	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. [illegible]	PL. AUTH YR	PREFIX LETTER(S) T	NUMBER 5019	SEQ. NO. (6)	POST MI.	DESIG.

PROJECT NUMBER — I. Projects Only

L FUNDS: TOPICS

REA: Medford

COUNTY NAME: Jackson — CODE 029

ROUTE NO. T — FEDERAL-AID: Prim Type II — STATE — U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE	3	City of Medford, (Intersections of Barnett Road with I-5 N. Bound off ramp and with Highland Drive)	0.0	3,000	2,300	350	350 (City)	P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
ROW								
CONST (CODE) (Safety) Y031 Y030		"Barnett Road at I-5 N.B. off ramp and Highland Drive (Medford)"	0.0	57,000	44,500	6,250	6,250 (City)	
ARED BY		PROJECT TOTALS	0.0	60,000	46,800	6,600	6,600 (City)	

GRAM APPROVAL DATES

AY 2 1974

VA OREGON DIVISION

REMARKS

*ADT

		Present	Future
Barnett Road	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Drive	-	4,000	6,000

-over-

USCOMM DUSCOMM-DC 48908-P61

BARNETT RD. AT I-5 N.B. OFF RAMP AND HIGHLAND DR. (MEDFORD)
PROJECT NO. T-5019(6)

Existing Roadway:
a. Barnett Rd.- 54 foot pavement curb to curb.
b. Highland Drive - 44 foot pavement curb to curb.

Project Data: All phases of preliminary engineering.

Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive.

Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 Northbound off-ramp.

Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Avenue.

Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragr PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-s covering maintenance obligations will be prepared to comp graph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this t authority to control the use by utilities of the right-of project. A state-city agreement is being prepared to com graph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - -	1,500
Total	$3,000

b. 100% of project is on Primary Type II System

c.

Type Code	Description
Y031	Signals
Y030	Illumination

NOTE: The project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF RAMP AND HIGHLAND DR. (MEDFORD)
PROJECT NO. T-5019(6)

Roadway: a. Barnett Rd.- 54 foot pavement curb to curb.
b. Highland Drive - 44 foot pavement curb to curb.

ata: All phases of preliminary engineering.

ull traffic and pedestrian actuated, 3-phase traffic control Barnett Road at Highland Drive.

ull traffic actuated, 2-phase traffic control signal on ad at the I-5 Northbound off-ramp.

ect new signals with the existing traffic control signal t Road at Stewart Avenue.

ntersection illumination.

e proposed project is classified as "Safety Improvement cause it is the opinion of the City and State Highway that the intersection has a potential and actual accident f such magnitude to qualify under provisions of PPM 21-16, the fact that the intersection has experienced a high f accidents. The proposed signal work, by controlling the traffic, will reduce substantially the number of accidents ng at the intersections.

nal Right-of-Way: None required.

ion Assistance Payments: None involved as additional right- s not required.

Action, Railroads, Airports, Water Developments, Historical reational Areas: None involved.

Requirements: Environmental statement will be submitted liance with the requirements of PPM 90-1.

view: Exempt from State Clearinghouse and District 8 ghouse review and comments under working agreements dated 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - - -	1,500
Total	$3,000

b. 100% of project is on Primary Type II System

c.

Type Code	Description	Cost
Y031	Signals	$54,000
Y030	Illumination	3,000

NOTE: The project is in Congressional District No. 4.

[illegible] R

March 21, 1974

City of Medford
City Hall
Medford, OR 97501

Attention: Emily H. Kirkham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible].

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering Barnett Road at 1-5 (northbound offramp) and Highland Drive.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

J. . Head
COMMISSION SERVICES

lkn

Att.

cc H. . Cox (agree. att.)

8147

K

March 4, 1974

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. T-5019(6)

We are submitting program data for one TOPICS project, Item No. 37, Project No. T-5019(6), "Barnett Road at I-5 N.B. Off Ramp and Highland Drive (Medford)" which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

Enc.

RNC:js

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-5-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City of Medford 65	ADT	PRESENT *	FUTURE (66) * (70)	YEAR (71) 94 (72)	REGION 10	STATE NAME Oregon	STAT CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., Traffic Signal & Illumination 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 T 23	NUMBER 7 5019	SEQ. N (6)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Jackson			CODE 029 (14) (16)
	NAME OF URBAN AREA 17-31 Medford	ROUTE NO. T	FEDERAL-AID Prim Type II (32)	STATE (36) (37)	U.S. (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City of Medford, (Intersections of Barnett Road with I-5 N. Bound off ramp and with Highland Drive)	0.0	3,000	2,300	350	350 (City)
5					**ROW**							
5					**CONST** (CODE) (Safety) Y031 Y030		"Barnett Road at I-5 N.B. off ramp and Highland Drive (Medford)"	0.0	57,000	44,500	6,250	6,250 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	60,000	46,800	6,600	6,600 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

FHWA
5-2-74

REMARKS

*ADT

		Present	Future
Barnett Road	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Drive	-	4,000	6,000

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USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-5-74

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces) City of Medford	**ADT**	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 077	ITEM NO. 87

OPOSED WORK (35 typewriter ic Signal & Illumination	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T	NUMBER 5019	SEQ. NO. (6)	I. Projects Only POST MI. DESIG.

FUNDS: TOPICS

EA: Medford

COUNTY NAME: Jackson — CODE 029

ROUTE NO. T — FEDERAL-AID: Prim Type II — STATE — U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		City of Medford, (Intersections of Barnett Road with I-5 N. Bound off ramp and with Highland Drive)	0.0	3,000	2,300	350	350 (City)	P.E. all phases; Install traffic signals and illumination at 2 intersections; interconnect signals with existing signal at Stewart Ave.
ROW								
CONST (CODE) (Safety) Y031 Y030		"Barnett Road at I-5 N.B. off ramp and Highland Drive (Medford)"	0.0	57,000	44,500	6,250	6,250 (City)	
RED BY		PROJECT TOTALS	0.0	60,000	46,800	6,600	6,600 (City)	

AM APPROVAL DATES

FHWA
5-2-74

REMARKS

*ADT

		Present	Future
Barnett Road	-	9,000	17,200
I-5 Ramp	-	2,200	4,700
Highland Drive	-	4,000	6,000

-over-

USCOMM DUSCOMM-DC 48905-P61

BARNETT RD. AT I-5 N.B. OFF RAMP AND HIGHLAND DR. (MEDFORD)
PROJECT NO. T-5019(6)

Existing Roadway: a. Barnett Rd.- 54 foot pavement curb to curb.
b. Highland Drive - 44 foot pavement curb to curb.

Project Data: All phases of preliminary engineering.

Install full traffic and pedestrian actuated, 3-phase traffic control signal on Barnett Road at Highland Drive.

Install full traffic actuated, 2-phase traffic control signal on Barnett Road at the I-5 Northbound off-ramp.

Interconnect new signals with the existing traffic control signal on Barnett Road at Stewart Avenue.

Install intersection illumination.

NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersections.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 8 Clearinghouse review and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - -	1,500
Total	$3,000

b. 100% of project is on Primary Type II System

c.

Type Code	Description	Cost
Y031	Signals	$54,000
Y030	Illumination	3,000

NOTE: The project is in Congressional District No. 4.

BARNETT RD. AT I-5 N.B. OFF RAMP AND HIGHLAND DR. (MEDFORD)
PROJECT NO. T-5019(6)

dway: a. Barnett Rd.- 54 foot pavement curb to curb.
b. Highland Drive - 44 foot pavement curb to curb.

a: All phases of preliminary engineering.

traffic and pedestrian actuated, 3-phase traffic control rnett Road at Highland Drive.

traffic actuated, 2-phase traffic control signal on at the I-5 Northbound off-ramp.

new signals with the existing traffic control signal Road at Stewart Avenue.

rsection illumination.

proposed project is classified as "Safety Improvement e it is the opinion of the City and State Highway at the intersection has a potential and actual accident uch magnitude to qualify under provisions of PPM 21-16, fact that the intersection has experienced a high cidents. The proposed signal work, by controlling the ffic, will reduce substantially the number of accidents the intersections.

Right-of-Way: None required.

ssistance Payments: None involved as additional right- t required.

n, Railroads, Airports, Water Developments, Historical onal Areas: None involved.

uirements: Environmental statement will be submitted e with the requirements of PPM 90-1.

Exempt from State Clearinghouse and District 8 e review and comments under working agreements dated 970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Maintenance of Traffic Operations Improvements: A city-state agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A state-city agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

a. Preliminary Engineering

Field Work - - - - - - - - - - - - - -	$1,500
PS & E Prep - - - - - - - - - - - - -	1,500
Total	$3,000

b. 100% of project is on Primary Type II System

c.

Type Code	Description	Cost
Y031	Signals	$54,000
Y030	Illumination	3,000

NOTE: The project is in Congressional District No. 4.

T

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

tion Barnett Rd. @ I-5 NB off ramp and Highland Ave. (Medford) Date 2-27, 1974
Highway Barnett Rd. (FAP Type II) Authorization No. 1
County Jackson Survey Prefix 15-0608 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
[illegible] 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey: TOPICS
To prepare plans, estimate and specifications for traffic signal installations and the above locations

Estimate of cost:	Traffic	(911)	$800.00
	Final Design	(905)	250.00
	Specifications	(921)	250.00

T-5019(6)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,300
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Traffic Office Engr ~~Field Engineer~~

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Traffic Engineer ~~Location Engineer~~

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 5-2-74
FED. AID [illegible] STATE

BEN GIFFORD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 15, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed TOPICS Projects

There will be before you at the February 19 meeting requests from the Cities of Medford and Roseburg for approval of TOPICS project applications.

Medford is requesting approval of a project for installation of traffic signals at two intersections on Barnett Road. The total project cost is estimated to be $60,000, of which the State and City will each pay approximately $5,500.

Roseburg is requesting approval of a project to upgrade existing traffic signals and signing throughout the city and to restripe Diamond Lake Boulevard to provide a continuous left-turn median. The total project cost is estimated to be $30,000, of which the State and City will each pay approximately $3,500.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS Program.

I recommend your approval and request authority to sign the project agreements for and on your behalf.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor D. Wolfe
J. H. Versteeg
A. Shirley, Jr.
Gary Sund
Robert Whipps

RB:ljt ja

T

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE February 12, 1974

TO H. S. Cox, City-County Engineer

Glen L. Clark

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Transmittal of Medford TOPICS Project Application

Attached is a Medford TOPICS Project Application which has been reviewed by Region and transmitted to you for routine handling.

The two signals on Barnett Road at Highland Drive and our I-5 northbound off-ramp are warranted and the application seems to be complete.

It is recommended that this project be approved if funding for the $12,000 shortage in TOPICS funds is available from another source.

GLC/cw
Attach.

cc L. E. George
George Thornton

2/12/74
Approved

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

February 5, 1974

RECEIVED
COUNTY & CITY SECTION
✓

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: TOPICS Project

Dear Mr. Shirley:

Submitted herewith are two copies of a TOPICS project request for the City of Medford.

The proposed project has been approved by the Medford City Council as indicated on the attached forms. The project request is also recommended and endorsed by the Medford Chamber of Commerce, Highway Committee.

Maps have been provided to show roadway data and location of project.

The Area-wide TOPICS Plan, as approved April 25, 1973, has this project listed in Priority Group C. It should be noted that not all of the proposed projects in Group B have been completed.

As you are aware, when the Area-wide Plan was approved, projects listed in Group A were those which had already been completed or which were under contract.

Nine projects are listed in Group B. Of this total, three projects have been completed or under construction, and one, Table Rock Road, is in the design stage and should be advertised this spring. Another project, Riverside Avenue and Central Avenue striping and Freeway parking lot, except for Central Avenue has been developed outside the TOPICS Program.

Since this project request being submitted will use all of the remaining TOPICS funds, and conclude funding under the TOPICS Program, this final project was selected which would utilize all of the remaining TOPICS funds. The additional cost to complete the work is being sought under FAU funds, authorized by the 1973 Highway Act.

Since the data for the Area-wide study was collected several years ago, a review of the priorities by the City has placed this project as the next most warranted project, taking into consideration the remaining TOPICS fund balance. Alba Drive was paved last year and already has a service station and two motels in operation. This summer the City's Little League Baseball complex is scheduled for construction which will involve several ball fields. Dramatic traffic load increases in the last three years coupled with these other factors have caused the City to revise the project priorities.

Itemized below are remaining high priority projects which the City considers essential in the near future to facilitate safe and efficient traffic movement.

Biddle Road and I-5 Northbound Exit Signals
Update existing signal locations
Central Avenue and Main Street improvement
Multi-dial fixed time dial system

Above projects are considered to be financed by any one of several methods or a combination of programs as defined in the 1973 Highway Act.

(1) State Bond funds
(2) Federal Highway Safety Act of 1973 Title II funds
(3) Federal Aid Primary funds
(4) Federal Aid (State) funds, Urban extension
(5) Federal Aid Urban funds

The City and State have prepared plans to up-date signal locations, however, the cost of that program turns out to be several times greater than that projected in the Area-wide Plan. Due to the very high cost involved, this project requires further study and modification.

We appreciate your cooperation and service.

Very truly yours,

Duane L. Scroggins
Public Works Director

By Robert Kortt
City Traffic Engineer

RDK:pt

Enclosure

✓ cc: Richard Bladhorn

Barnett Road

Traffic Signals
Group C

It is recommended that a two-phase, traffic actuated signal be installed at the intersection of Barnett Road with the Interstate 5 northbound exit.

Barnett Road carries two-lane, two-way traffic at this point and has an average daily traffic volume of about 12,000. The freeway off-ramp is one lane and carries about 2,300 vehicles per day. It is stopped at Barnett Road. The north approach to this intersection is an access to commercial development.

In a 40-month period from 1967 to 1970, there were eleven reported accidents, of which four were of a type preventable by a traffic signal. Four persons were injured.

A traffic signal warrant comparison based on a February, 1971 traffic count indicates that the Minimum Vehicular Volume Warrant is met.

It is also recommended that a three-phase traffic actuated signal be installed at the intersection of Barnett Road with Highland Drive.

Barnett Road is four lanes in width with a left turn refuge through this intersection, and carries about 9,000 vehicles per day. Highland Drive carries about 4,000 vehicles per day, and is stopped at Barnett Road.

In a 39-month period from 1967 to 1970, there were nine reported accidents, of which seven were of a type preventable by a three-phase signal. Three persons were injured.

A traffic signal warrant comparison based on a January, 1971 traffic count indicates that the Minimum Vehicular Volume Warrant is nearly met.

To prevent unnecessary delay to Barnett Road traffic, the additional signals at the Interstate 5 exit and at Highland Drive should be interconnected with the existing three-phase fully-actuated signal at Stewart Avenue. A background cycle could provide progression similar to that shown in the following Traffic Signal Timing Diagram. Provisions could also be made to allow use of a time clock to place the signals on independent operation during low-volume hours, thus minimizing delay to side-street traffic.

The total estimated cost for two traffic signals, interconnection, and a time clock is $60,000.

Barnett Road

Traffic Signals
Group C

It is recommended that a two-phase, traffic actuated signal be installed at the intersection of Barnett Road with the Interstate 5 northbound exit.

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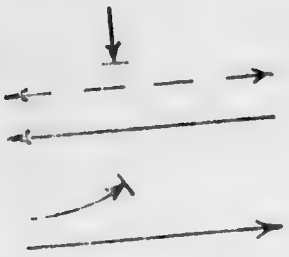
The total estimated cost for two traffic signals, interconnection, and a time clock is $60,000.

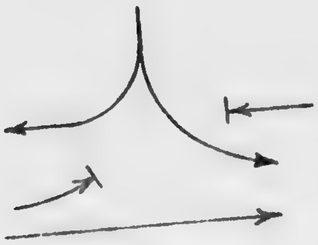
PROPOSED TRAFFIC SIGNAL PHASING
BARNETT ROAD
MEDFORD

Highland Drive



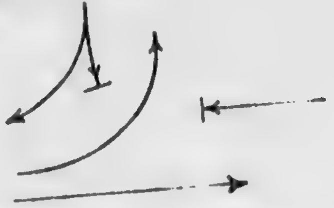
PHASE 1

33" G
4" Y



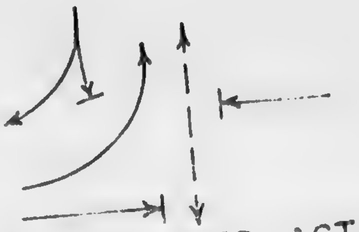
PHASE 2

15" G
4" Y



10" G
4" Y

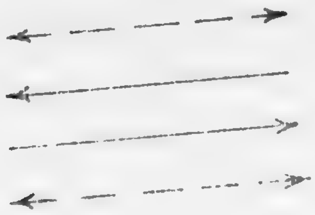
PHASE 3 (NORMAL)



18" G
4" Y

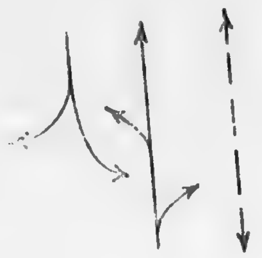
PHASE 3 (WITH PED. ACTUATION)

I-5 Northbound Exit



PHASE 1

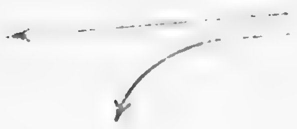
42" G
4" Y



PHASE 2

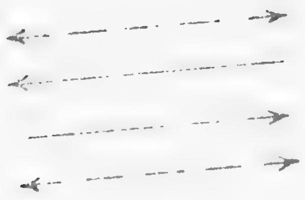
20"
4"

Stewart Avenue



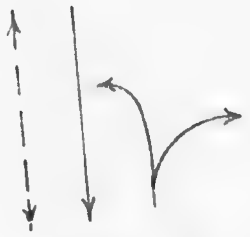
PHASE 1

10" G
4" Y



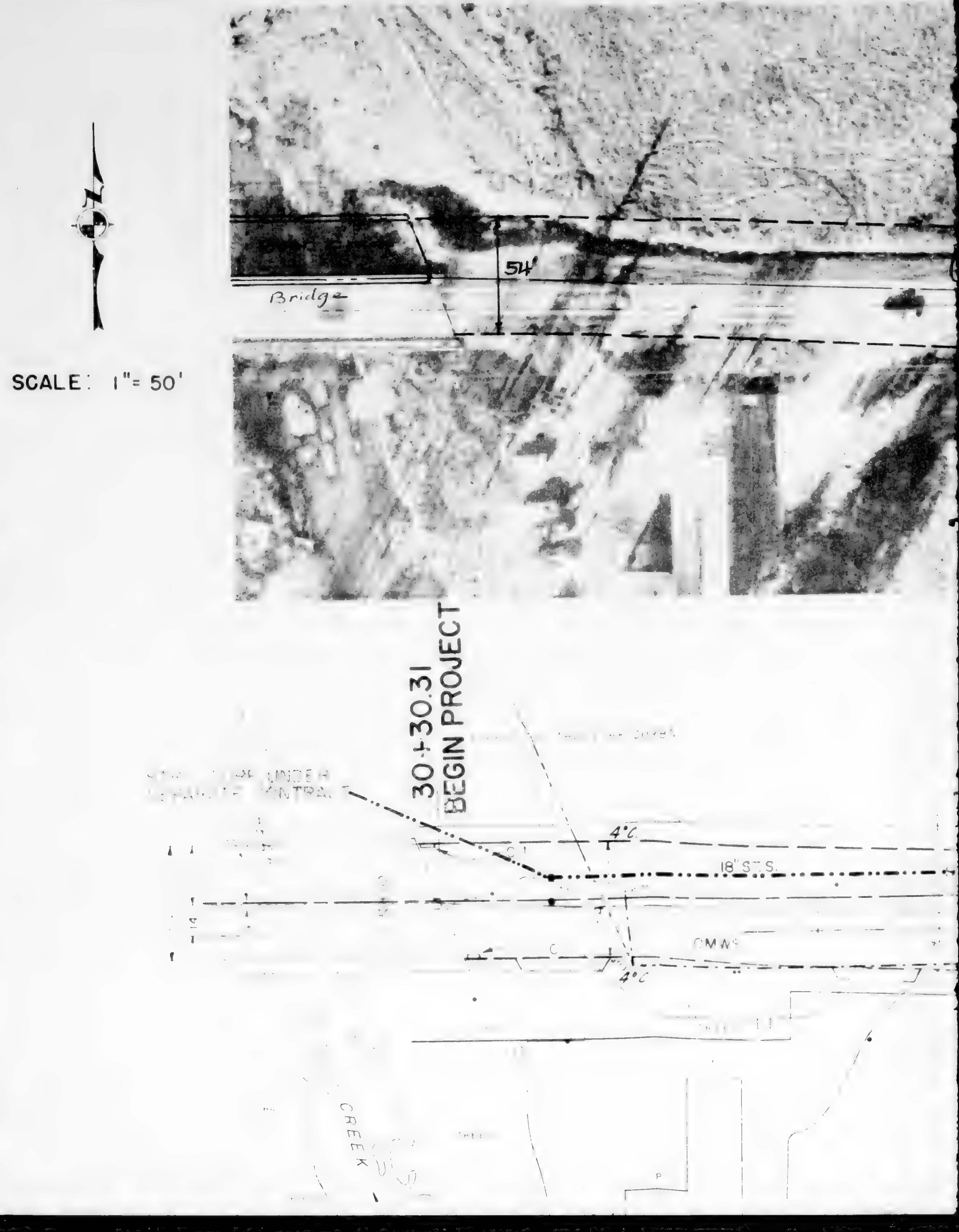
PHASE 2

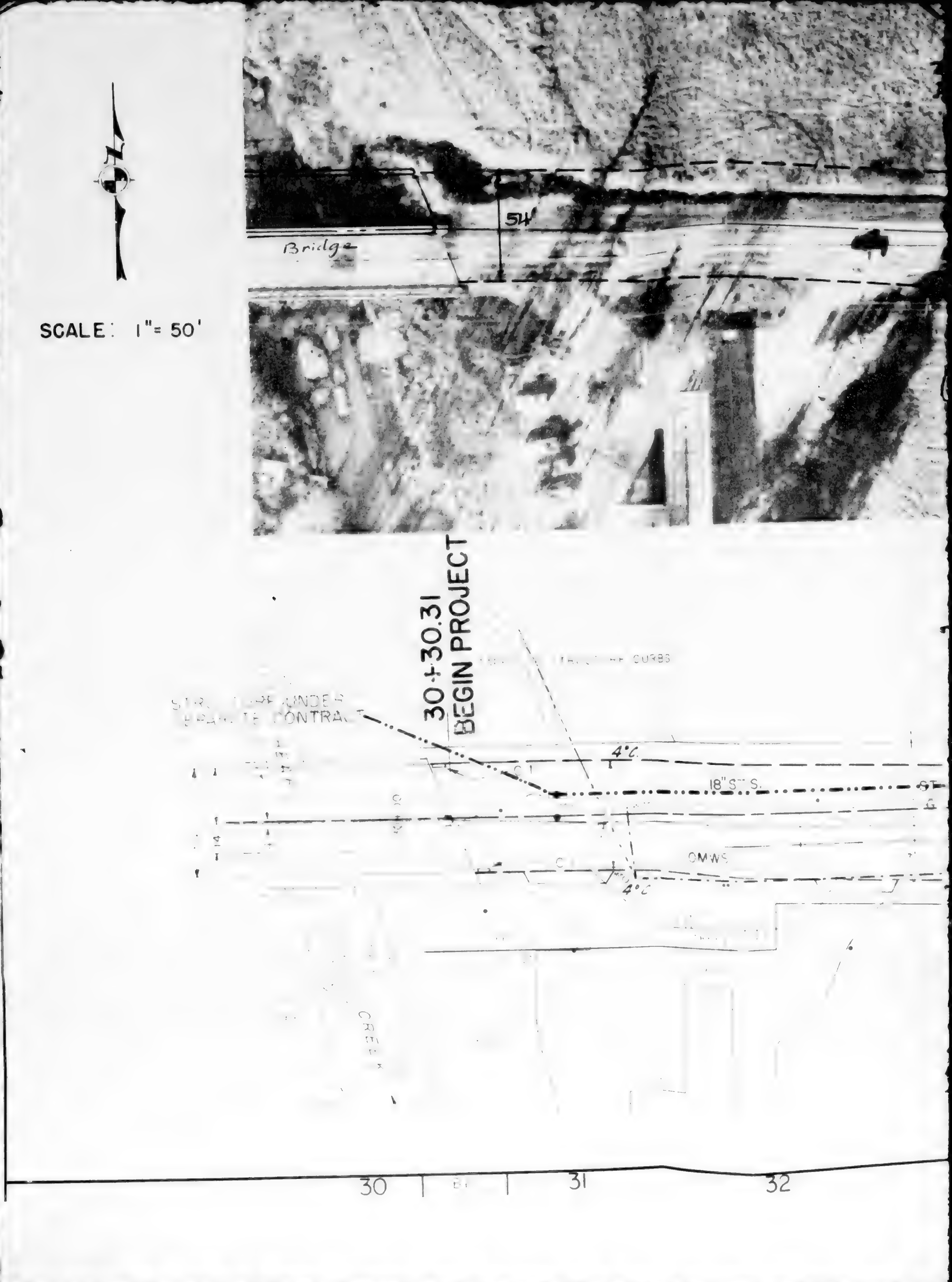
31" G
4" Y

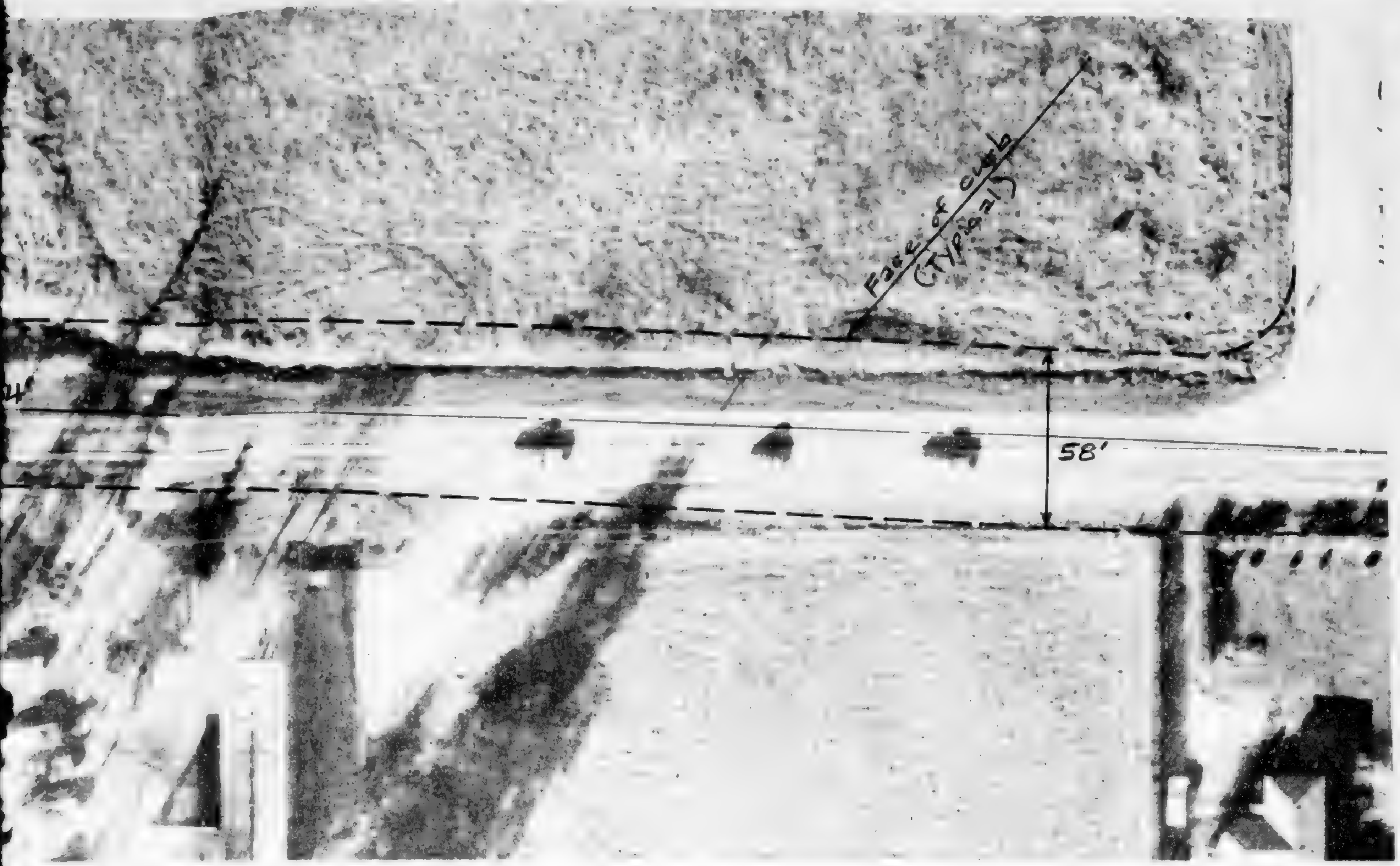


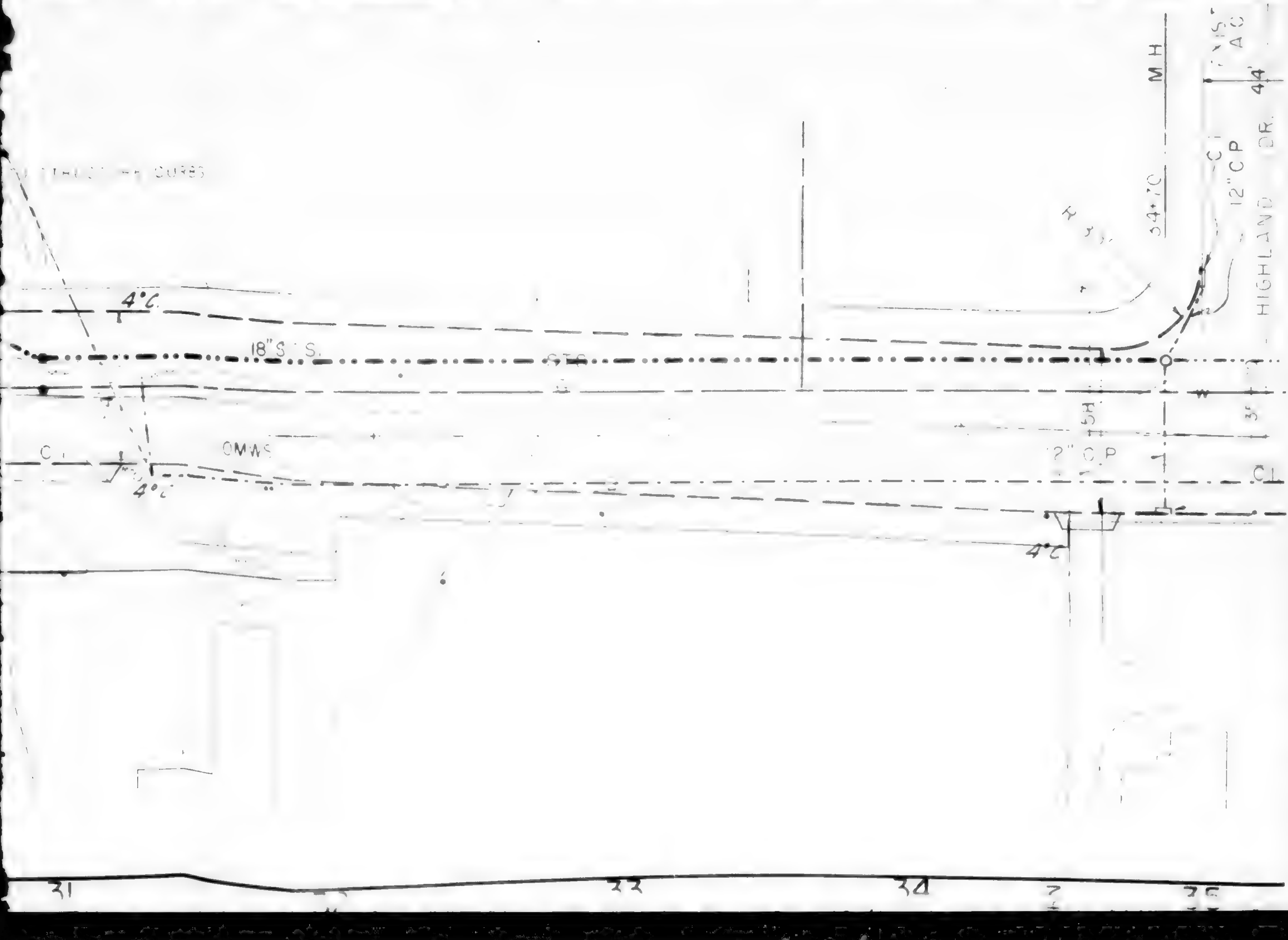
PHASE 3

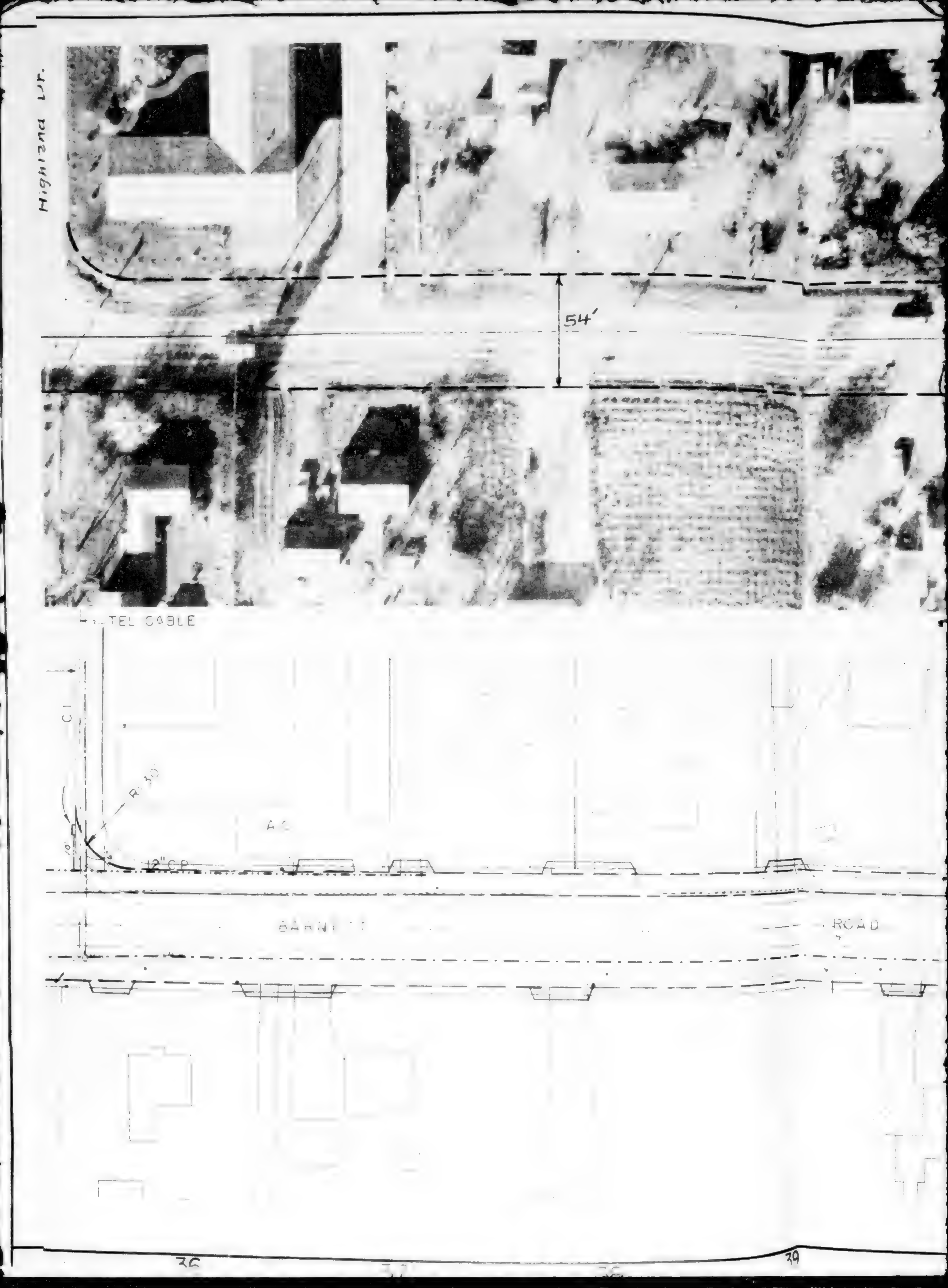
17" G
4" Y

SCALE: 1" = 50'
54'
Bridge
30+30.31
BEGIN PROJECT
UNDER
CONTRACT
4°C
18" ST.S.
C
OMWS
4°C
CREEK

SCALE: 1" = 50'
Bridge
54'
30+30.31
BEGIN PROJECT
CURBS
STRUCTURE UNDER SEPARATE CONTRACT
4°C
18" ST.S.
OMWS
4°C
CREEK
30
31
32


Face of curb (Typical)
58'
4'


MH
EXIST. AC
44'
34+70
CL
12" CP
HIGHLAND DR.
4"C
18" S.S.
CL
OMWS
4"C
5H
12" C.P.
35'
CL
4"C
31
33
34
35

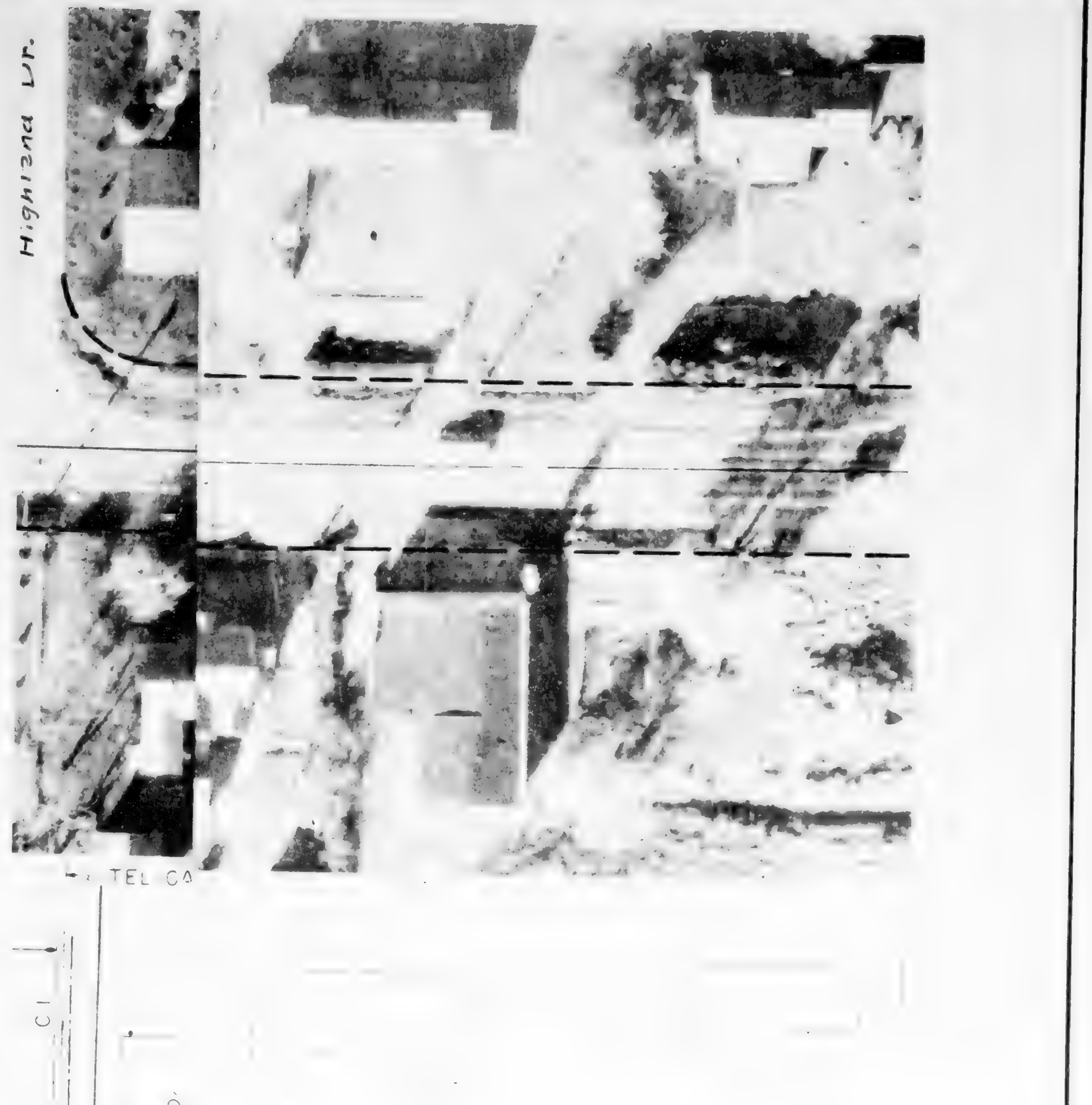

Highland Dr.
54'
TEL CABLE
R=30'
AC
12" CP
BARNETT
ROAD
36
37
38
39

ROAD
38
39
40
41
42

NOTE BOOK NO.

ALIGNMENT CHECKED

RT. OF WAY CHECKED



8148 Mapleton-Austa Sec Ore Coast 1975
Hwy. 14 mi E of Florence
11.6 mi paving

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER [illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Lane

Project Number RF-331(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 791,871	$ 791,871
Federal funds	$ 619,163	$ 679,425
Other revisions		

This modification is made for the following reasons:

To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $112,446

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-331(6)

Mapleton-Austa Section

Florence-Eugene Hwy. In Lane County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (MP 14.79 to MP 26.40)

Total same as previous estimate of April 30, 1976	$791,871.00

Length of Project - - - - - - - -	11.61 miles
Cost of Roadway per mile- - - - -	$68,205.94

*Federal Funds- - - - - - - - - - -	$679,425.00
State Funds- - - - - - - - - - - -	112,446.00
TOTAL	$791,871.00

Group 1 - 100%
Contract No. - 8148
Prefix - 20-1065

*Increase Federal Aid Pro Rata to 85.8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-158

PROJECT REPORT NUMBER

MODIFICATION NUMBER
2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State
Oregon

County
Lane

Project Number
RF-331(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 791,871	$ 791,871
Federal funds	$ 619,163	$ 791,871
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed April 15, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $172,708.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green (Division Administrator)

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-11

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State Oregon

County Lane

Project Number RF-331(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 1975 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 789,328	$ 791,871
Federal funds	$ 617,175	$ 619,163
Other revisions		

This modification is made for the following reasons:

To include approved additional item.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
Official name of Highway Agency

By D S Hunter

Assistant State Highway Engineer
Title

By

Title

By

Title

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Administrator*

Form PR-2A
(Rev 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 30, 1976

Federal-aid Project
No. RF-331(6)

MAPLETON-AUSTA SECTION
FLORENCE-EUGENE HIGHWAY
LANE COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 14.79 to M.P. 26.40)

Subtotal on previous estimate of April 8, 1975		$701,625.00
Additional Approved Item		
Permanent Pavement Striping (SFO #1)	All Required	2,260.65
	Subtotal	$703,885.65
	Engineering	87,985.35
	Total	$791,871.00

Length of Roadway - - - - - 11.61 Miles
Cost of Roadway Per Mile- - $68,205.94

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$791,871.00	$619,163.00	$172,708.00

Group 1 - 100%

Contract No. 8148

Prefix: 20-1065

3148

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-15-[illegible]	STATE [illegible] COUNTY [illegible] PROJECT NO. [illegible]

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

[illegible]

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	[illegible]	[illegible]
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT $ [illegible]	FEDERAL FUNDS $ [illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

[illegible]
(Official name of Highway Agency)

By E S Hunter
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

Date executed by Division Engineer

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. RF-331(6)

MAPLETON-AUSTA SECTION

FLORENCE-EUGENE HIGHWAY IN LANE COUNTY

Salem, Oregon, April 8, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 14.79 to M.P. 26.40)

Furnishing Field Laboratory	1 only	100.00	$ 100.00
Mobilization	All Required		14,000.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	693 sq.ft.	5.00	3,465.00
Flagmen	500 hour	15.00	7,500.00
Blade Grader	120 hour	50.00	6,000.00
Watering	60 M-gal.	8.00	480.00
1" - 0 Aggregate Base	4,400 ton	5.95	26,180.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	12,000 ton	8.85	106,200.00
Class "C" Mod. Asphalt Concrete Mixture	18,000 ton	9.40	169,200.00
Asphalt Cement in Mixture	2,100 ton	75.00	157,500.00
Portland Cement Additive in Class "C" Mod. Mixture	200 ton	45.00	9,000.00
Asphalt in Tack Coat	70 ton	100.00	7,000.00
15-inch Culvert Pipe	120 lin.ft.	20.00	2,400.00
Guardrail, Type 1	19,700 lin.ft.	5.40	106,380.00
Guardrail, Type 1A	4,800 lin.ft.	6.95	33,360.00
Guardrail, Type 3	600 lin.ft.	15.00	9,000.00
Guardrail Anchors, Type 1	48 only	190.00	9,120.00
Guardrail Anchors, Type 2	36 only	190.00	6,840.00
Extra for Guardrail Bridge Connections	24 only	275.00	6,600.00
Rail End Pieces, Type B	24 only	65.00	1,560.00
Rail End Pieces, Type C	42 only	120.00	5,040.00
Extra for Asphalt Approaches	60 only	50.00	3,000.00
			$ 699,925.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
On-the-Job Trainees (2 @ $800.00)	All Required	1,600.00
		$ 1,700.00
Subtotal		$ 701,625.00
Engineering		87,703.00
Total		$ 789,328.00

Length of Roadway - - - -	11.61 miles
Cost of Roadway Per Mile-	$ 67,986.90

Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 1,000.00
Permanent Pavement Striping (S.F.)	All Required	2,500.00
	Subtotal	$ 3,500.00
	Engineering	437.00
	Total	$ 3,937.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$789,328.00	$617,175.00	$172,153.00
Retained in Program	3,937.00	3,078.00	859.00
Totals	$793,265.00	$620,253.00	$173,012.00

Group 1 - 100%

Contract No. 8148

Prefix No. 20-1065

MAPLETON-AUSTA SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00
Furnish Mail Box Posts	All Required	500.00
		$ 1,500.00

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

cc:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9-20-76	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. RF-331(6)
COMPLETION DATE 4-27-76	ACCEPTANCE DATE BY CONTRACT AGENCY July 15, 1976	TIME ELAPSED 100 %	CONTRACT TIME 180 workdays
APPROVED EXTENSIONS --	LOCATION Mapleton to Austa		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MAPLETON-AUSTA SECTION
FLORENCE-EUGENE HWY.
Grading, Paving & Guardrail

RECEIVED
STATE HWY ENGR
OCT 5 '76
REFER TO

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9-21-76	TITLE District Engineer	DATE [illegible]14-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

[illegible] CONSTRUCTION INVOLVING FEDERAL FUNDS

Oregon	Lane	RF-331(6)	x

		DATE STARTED
6201		May 1, 1975
721,925		April 27, 1976
11.61		0

		GROSS EARNINGS
	13,812	146,021
		392,659
		37,508
		1,071
		507,330
		1
		1,890
		51
		32,640
		18,602

15	416

[illegible]

Gentlemen:

[illegible] 19, 19[illegible], [illegible] release of final payment [illegible] to Eugene Sand and Gravel, Inc., [illegible]

[illegible] final payment on this contract [illegible] and the total contract amount is [illegible] including $3,219.18 [illegible] work performed [illegible]

Very truly yours,

[illegible]

[illegible]

dkn

cc

Eugene Sand and Gravel, Inc.
3000 North Delta Highway
Eugene, OR 97401

Corroon and Black of Oregon
1600 [illegible] Fourth Avenue
Portland, OR 97201

C. T. [illegible]
[illegible] Hart
V. [illegible]
[illegible] Shirley

SUPPLEMENTAL

RESIDENT ENGINEER'S NARRATIVE REPORT

Mapleton-Austa
Contract No. 8148
Lane County
Florence-Eugene Highway
May 1976

This report is for the raising of existing guard rail, Price Agreement #7 on the subject project and is the result of recommendations from Region Office and FHWA. The purpose is to eliminate a definite hazard, as the top of the existing guard rail was from a minimum of 12 inches to a maximum of 16" above the pavement after the overlay was completed. The FHWA did a study with the results outlined in a letter on the subject "Minimum Guard Rail Height" dated March 11, 1976. The state standard specifications are within the FHWA recommendation.

Work began on April 12, 1976 and was completed on April 27, 1976. The work consisted of removing the post bolt, pulling the post, filling the hole and redriving the post. Where necessary new 6 foot posts were installed and in certain areas 8 foot posts were used to replace existing 6 foot posts to have an adequate amount of post in the ground. Damaged rail elements were replaced with salvage rail from the state maintenance stockpile.

1 ✓
2 Doc RECEIVED
my copy

REFERRED TO
Beard — Reed
3 Cole — 1 Sample
4 Eriksen — 2 Watson
Hager — Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEE

FORM E-1 REV 12 64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

1

SECTION: Mapleton-Austa

WEEK ENDING: May 1, 1976

SECTION PREFIX: 20-1065

HIGHWAY: Florence-Eugene

COUNTY: Lane

NAME OF JOB: Mapleton-Austa

KIND OF WORK: Paving and Grading

CONTRACTOR: Eugene Sand & Gravel, Inc.

CONTRACT NUMBER: 8148

FEDERAL AID PROJECT NUMBER: RF-331(6)

DATE OF CONTRACT: April 4, 1975

DATE WORK STARTED: May 15, 1975

ESTIMATED COMPLETION DATE: -

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1

SPECIFIED WORK DAYS / SPECIFIED CALENDAR ~~DAYS~~ Workdays: b. 180

WORK DAYS USED:

CALENDAR DAYS USED: 179

SPECIFIED COMPLETION DATE: --

PERCENT OF TIME ELAPSED: 99

PROJECT AUTHORIZATION: $ 794,953.13

EXCLUSIVE OF ENGINEERING: $ 738,423.65

ENGINEERING AUTHORIZATION: $ 56,530.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 719,712

ENGINEERING COST TO DATE: $ 66,388

This week $1141

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.5 %

PERCENT OF AUTHORIZATION: 117 %

DATE PROJECT WAS COMPLETED: November 1, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD
—	100	—	100	100	100

	GRADING	SURFACING	Guard rail ~~MAINTENANCE MATERIALS~~	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED		11.6	11.6		
MILES COMPLETED		11.6	11.6		11.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)		11.6	11.6		11.6
TOTAL QUANTITIES CORRECTED TO DATE		4400tons	25,000 ft.		11.6
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5336.38	18,602		30,000tons
AVERAGE DAILY QUANTITIES		5336.38	18,602		29,302
		0	0		29,302
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY		0	0		0
HOURS PER SHIFT		0	0		
EQUIPMENT USED DURING THE WEEK		0	0		0
					0

Flatbed Truck   Pickur truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO

PERCENT

	WEATHER	WORK DAYS CHARGED	CAUSE OF DELAY
SUNDAY 25	Showers	0	
MONDAY 26	Partly cloudy	0	
TUESDAY 27	Clear	0	
WEDNESDAY 28	Partly cloudy	0	
THURSDAY 29	Partly cloudy	0	
FRIDAY 30	Clear	0	
SATURDAY 1		0	

K

RECEIVED

Harwood

Johnsen CONSTRUCTION

Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No Activity
MONDAY 26	Hanging rail and cleaning up
TUESDAY 27	Hanging rail and cleaning up Completed Price Agreement #7
WEDNESDAY 28	No Activity
THURSDAY 29	No Activity
FRIDAY 30	No Activity
SATURDAY 1	No Activity

REMARKS

Final Report for work on this Price Agreement.

SIGNED ______ LOCATION Eugene
D. W. Greene, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

FORM 81-714 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8148

Salem, Oregon
July 11, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Mapleton-Austa
Contract No. 8148

TO: J. X. Wilson
Region III Construction Engineer

Confirming our telephone conversation, attached herewith is copy of Ed Johnsen's comments on the economics of reusing guard rail.

I do not believe we should approve the use of remanufactured salvaged rail with a price reduction of only 20 to 25¢ per foot. Any such arrangement would have to be very well documented as it would be subject to close scrutiny as to the basis of bidding and in comparison with other projects. Another guard rail contractor has formally protested the award of a project to Apex Fence Company alleging inequality in the basis of bidding.

We agree that reuse of regalvanized rail that can meet all regular test requirements should be encouraged, but to do so by change order on existing contracts would require very good documentation.

JAB:fr

Att.

cc: H. S. Coulter
C. G. Swenson

IVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Mapleton-Austa **Date** May 20, 1975, 19

Highway Florence-Eugene **Contract No.** 8148 **F. A. Project No** RF-331(6)

County Lane **Prefix** 20-1065 **Account No.** 277-2

Description of Work To Be Done:

Excavate trench and move electrical conduit lines.

Approval Recommended as of 5/25/75

JL

APPROVED EFFECTIVE DATE 5/25/75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hoshner
TITLE Dist. Engineer
DATE 6/17/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Intermittent areas MP. 19.35 to MP. 19.39
" " MP. 18.83 to MP. 19.85

Estimate of Quantities and Costs:

Labor ----	$400
Equipment --	200
Materials --	50
TOTAL ***	$650

Explanation: The electrical service to the illumination on each end of the tunnel is in a conduit along the shoulder of the highway and is in conflict in several areas with installation of the guardrail.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 794,953.13	
Present estimate of project cost, including $ 650.00 for work under this order	$ 745,225.00	
Expected under-run ~~over-run~~ (amount)	$ 49,728.13	
Expected under-run ~~over-run~~ (per cent)	6.3	

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: J. X. Wilson Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ Assistant ~~State Highway Engineer or~~ Office Engineer.

Cons H. Eng
State [illegible]

[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: W. L. [illegible], DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. RF-33(6)
	ITEM NO. RF-39	STATE PROJECT NO. MAPLETON-AUSTA SECTION
		COUNTY NAME LANE
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 21 '75

DATE PROJECT APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
[illegible] 2[illegible], 1975	MARCH 5, 1975	PRIMARY ROUTE #25
		STATE ROUTE NUMBER FLORENCE-EUGENE HIGHWAY ROUTE 62

GENERAL LOCATION:

EASTERLY FROM MAPLETON - 11 MILES

GENERAL DESCRIPTION OF WORK:

CONSTRUCT HIGH TYPE PAVEMENT OVERLAY WITH RELATED SAFETY GUARDRAIL IMPROVEMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE [illegible] ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLANS
☐ [illegible]ATION

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

[illegible] EROSION CONTROL $100.00
ON THE JOB TRAINING 1,000.00

REMARKS:

SUBJECT TO CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE [illegible] IN YOUR ESTIMATE.

YOUR [illegible] MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

THE [illegible] FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

ORIGINAL TITLE SHEET IS RETURNED HEREWITH.

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

3-24-75
ORIGINAL TO
L. W. Rulien
w/att.

TRANSACTION NUMBER 3-20

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-5-75
BY (Signature): MR. RULIEN'S FEBRUARY 28, 1975 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 39 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
39	RF-331(6)	11.61	1,019,000	796,700

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MAPLETON-AUSTA SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT OVERLAY, SAFETY REVISIONS OF GUARDRAIL AND OTHER INCIDENTAL WORK.

RECEIVED
STATE HWY ENGR
MAR 7 '75
REFER TO
FOR

REMARKS (Division)

BASED ON INFORMATION FURNISHED IN MR. RULIEN'S FEBRUARY 28, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION SET FORTH ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION AND QUALIFIES FOR THE TIME SAVING PROCEDURES ENUMERATED IN FHPM 6-8-2.1.

3-10-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-5-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

PRO 6-2

February 2[illegible], 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-331(6)

We are submitting program data for one project, Item no. [illegible], Project no. RF-331(6), "Mapleton-Austa Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 27, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures [illegible] in FHPM [illegible].

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 par. 10c and does not require an environmental statement.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Enclosures

DRH:js

Budget Bureau No. 41-R2067; Approval

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-28-75

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 126, Mapleton, East 11.6 mi.	ADT	PRESENT 1,700*	FUTURE 3,400	YEAR 95	REGION 10	STATE NAME	STATE CODE
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., HT pave. G-Rail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER · NUMBER · SEQ. NO. (6)

CARD 4

CLASS OF FEDERAL FUNDS: Rural Primary

NAME OF URBAN AREA: - -

COUNTY NAME: Lane

CODE

ROUTE NO. P

FEDERAL-AID 25

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	REMARKS
5					**PE**		SR 126, Mapleton, East 11.6 mi.					Gr., … paveme… includ… lanes. … constr… Safety… guardr… dental… this …
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Mapleton-Austa Section"	11.61	1,019,000	796,700	222,300	ROW - … Access … Parkin… none.
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	11.61	1,019,000	796,700	222,300	
1	14	PROGRAM APPROVAL DATES										

REMARKS

*DHV is 300.

-over-

USCOMM D

Budget Bureau No. 4 -R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-28-75

NO.

PROJECT LOCATION (45 typewriter spaces) SR 126, Mapleton, East 11.6 mi.	ADT	PRESENT 1,700*	FUTURE 3,400	YEAR 95	REGION 10	STATE CODE 41	APPN CODE 07[illegible]
PROPOSED WORK (35 typewriter HT pave. G-Rail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER — PREFIX LETTERS: RF- — NUMBER: 301 — SEQ. NO.: (6) — I. Projects Only POST MI. DESIG.:

L FUNDS: Rural Primary

COUNTY NAME: Lane

REA: - -

ROUTE NO. P — FEDERAL-AID 25

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS		CHARACTER OF PROPOSED WORK (Full description)
PE		SR 126, Mapleton, East 11.6 mi.						Gr., dr., high-type pavement overlay including travel lanes, shoulders and constructed turn-out. Safety revision of guardrail and incidental work common to this type of project
ROW								
CONST (CODE) (Safety) 6201		"Mapleton-Austa Section"	11.61	1,019,000	796,700	222,300		ROW - 80' min.; Access control-none; Parking restrictions-none.
RED BY		PROJECT TOTALS	11.61	1,019,000	796,700	222,300		

RAM APPROVAL DATES

REMARKS

*DHV is 300.

-over-

USCOMM DUSCOMM-DC 48808-P

MAPLETON-AUSTA SECTION

RF-331(6)

Existing Facilities:

Roadway - Two-lane bituminous surfaced roadway 28' to 32' wide.

Structures - Knowles Creek Bridge No. 14378-A, length 144 feet, H.C. 26 feet, H-20 loading.

Knowles Creek Bridge No. 14379-A, length 163 feet, H.C. 26 feet, H-20 loading.

Knowles Creek Bridge No. 14380-A, length 242 feet, H.C. 26 feet, H-20 loading.

O'King County Rd. and Knowles Creek Bridge No. 8369, length 229 feet, H.C. 26 feet, H-20 loading.

Knowles Creek Bridge No. 8370, length 226 feet, H.C. 26 feet, H-20 loading.

Knowles Creek Tunnel str. No. 7139, length 1430 feet, concrete lined, H.C. 26 feet.

Adjacent Facilities:

Westbound - 22-foot bituminous surface with 4-foot shoulders.

Eastbound - 22-foot bituminous surface with 4-foot shoulders.

Project Data: The work under this project consists of grade, drain, high-type pavement overlay of the existing facility to provide two 12-foot lanes with paved shoulders (4-foot shoulders on the westerly 8.48 miles and 3-foot shoulders on the remainder of the project). In addition there will be intermittent 14-foot wide paved turnouts constructed, safety revision of guardrail and incidental work common to this type of project.

System Action, Airports, Railroads, Water Development, Histor Recreation Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and 5 Clearinghouse A-95 review under working agreements dated Ap 1970 and September 22, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project not requiri environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Pr set forth in FHPM 6-8-2-1.

Public Hearings: Not required under provisions of FHPM 7-7-5,

Location/Design: Not a factor in the development of this proj

Note: (1) This project is in Congressional District No. 4.

(2) The project qualifies as a "Safety Improvement Pro under the provisions of FHPM 6-8-2-1 as the paveme rehabilitation work will have a substantial safety evident in improved vehicle control through (1) el of ruts in the wheel paths; (2) reduced tendency of vehicle to hydroplane in wet weather because of wa retention on the pavement; (3) increased visibility weather because of reduced vehicle spray; and (4) i skid-resistant property of the pavement surface.

(3) On-the-job trainees, as set forth in FHWA order int 7-2(2), on this project will be determined at PS and the number stipulated in the PS & E documents

MAPLETON-AUSTA SECTION

RF-331(6)

lities:

- Two-lane bituminous surfaced roadway 28' to 32' wide.

es - Knowles Creek Bridge No. 14378-A, length 144 feet, H.C. 26 feet, H-20 loading.

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The work under this project consists of grade, drain, high-
overlay of the existing facility to provide two 12-foot
ed shoulders (4-foot shoulders on the westerly 8.48 miles
ulders on the remainder of the project). In addition there
ttent 14-foot wide paved turnouts constructed, safety
rdrail and incidental work common to this type of project.

System Action, Airports, Railroads, Water Development, Historical a[illegible] Recreation Area: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements dated April [illegible] 1970 and September 22, 1970, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Proce[illegible] set forth in FHPM 6-8-2-1.

Public Hearings: Not required under provisions of FHPM 7-7-5, par. [illegible]

Location/Design: Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 4.

(2) The project qualifies as a "Safety Improvement Pro[illegible] under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety [illegible] evident in improved vehicle control through (1) eli[illegible] of ruts in the wheel paths; (2) reduced tendency of vehicle to hydroplane in wet weather because of wat[illegible] retention on the pavement; (3) increased visibility in [illegible] weather because of reduced vehicle spray; and (4) incre[illegible] skid-resistant property of the pavement surface.

(3) On-the-job trainees, as set forth in FHWA order interi[illegible] 7-2(2), on this project will be determined at PS [illegible] and the number stipulated in the PS & E documents

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-26-75

A. PROJECT IDENTIFICATION

Name of Project Mapleton-Austa Section (Section)

RF-331 (6)

Location of Project Florence-Eugene Highway (Highway Name) State Rt. 126 (Highway No., US - ORE)

east of Mapleton (City) Lane (County)

Program FA (Funding) III (Region)

$960,000 (Estimated Cost)

20-1465 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To (1) upgrade existing roadbed with an A.C. overlay; (2) construct turnouts and (3) provide safety features, i.e., guardrail, guardrail flares, friction wearing course, etc.

Origin and History: Last contract construction took place back in the mid-1950's. This section has been recommended for a maintenance overlay for several years.

C. DESCRIPTION OF PROJECT

Length 11.61 miles

Termini M.P. 14.79 - M.P. 26.40

Alignment ☐ New ☒ Existing ☐ Combined

3

NON MAJOR.

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A

Typical Section (1) Two lane section with shoulders and (2) three lane sections with shoulders

Structures There are five structures over Knowles Creek with unguarded parapet rails; Knowles Creek Tunnel.

Characteristics (ADT) M.P. 14.65 (east of So. Bk. Rd.) 2,300

M.P. 26.57 (Austa Station) 1,950

Other General Information (or Supplemental information to items)

Materials will probably be provided by commercial sources

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Maintain status quo (no-build)
2. Proposed overlay and safety work

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) This project traverses three streams in the Siuslaw drainage. In order, from west to east, they are: Knowles Creek, Turner Creek, and the main Siuslaw River. Most of the project area has undergone past logging activity, and the upper story of present vegetation is comprised almost totally of alder and Douglas Fir — small to moderate in size. Alder is particularly dominant. Some cedar is also found on the east end. Very massive sandston bluffs and outcrops are also encountered on the section, especially eastbound up the Knowles Creek grade to the tunnel, and in the general vicinity of M.P. 25 adjacent to the Siuslaw River.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) A few mobile homes, modest residences, and farm houses - as well as the Lagler Logging Co. and Gingerbread Village Restaurant - are on the Mapleton end of the project. A number of camping/recreation areas are likewise proximate to the road: 1) Archie Knowles Campground, USFS (M.P. 17.5); Turner Creek Recreation Site, BLM (M.P. 21); Camp Lane Organization Camp, Lane County (M.P. 23); Linslaw County Park, Lane County (M.P. 24+), and an unnamed wayside (M.P. 26+). There is also some residential development, the Siuslaw Br. and a road connecting on the Austa end. Underground cable, telephone and power lines, and high-voltage transmission lines are in close proximity to the roadway in some sections. Overall, the project section encompasses largely undeveloped country.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: No long-term changes

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Potential short-term effects on surface runoff and vegetation in adjacent right-of-way.

Consequences: No long-term consequences.

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues: None apparent.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

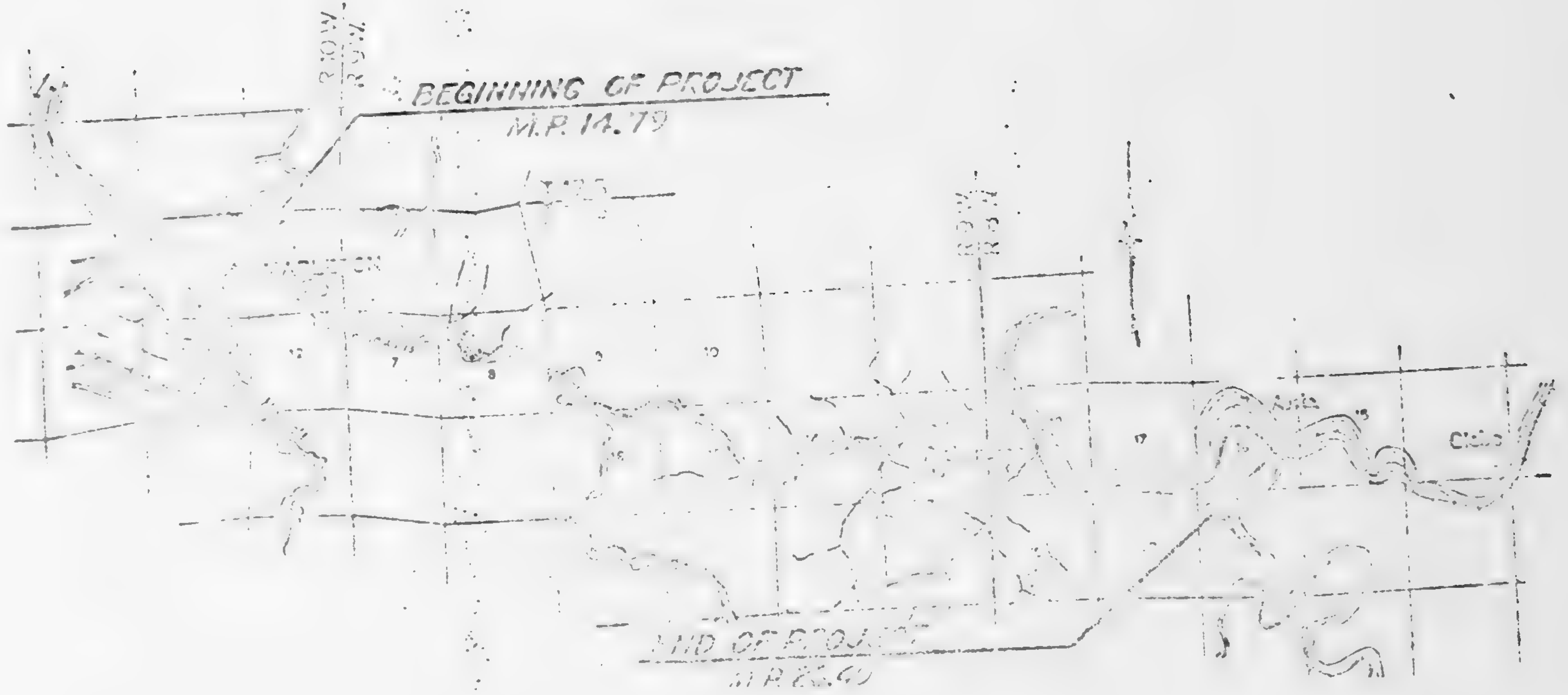
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment Only

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

MARCH, 1975



Sketch Map

SCALE MILES

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson — CHAIRMAN
Carl O. Fisher — COMMISSIONER
Robert L. Mitchell — COMMISSIONER
[illegible] E. [illegible] — COMMISSIONER
Anthony F. Yturri — COMMISSIONER
George [illegible] — DIRECTOR OF TRANSPORTATION

8149 N.Pacific Blvd-Albany Ave. 1975
(Albany) of Albany-Jct. City Hwy.
Grading, paving, & traffic signals

C/A 5214-1-27-75

1974 — 732-628

CC:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 5-23-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. HHS-56(5)
COMPLETION DATE 12-19-75	ACCEPTANCE DATE BY CONTRACT AGENCY 3-9-77	TIME ELAPSED 99 %	CONTRACT TIME 240 c.w.d.
APPROVED EXTENSIONS ---	LOCATION N. Pacific Blvd. at Albany Ave. (Albany)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. PACIFIC BLVD.-ALBANAY AVE. (ALBANY)
ALBANY-JUNCTION CITY HWY.
Grading, Paving & Traffic Signals

The project consisted of installing a 5-phase actuated control signal, minor grading and paving, curbs and channelization striping.

The project was satisfactorily completed on December 19, 1975. The contract was set up for 240 calendar work days and the contractor used 238 days to complete the project.

Final contract amount was $106,069.67 which is a 9% overrun.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 5-24-77	TITLE District Engineer	DATE 5-24-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8149

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

Oregon Linn

HHS-56(5) x

Y008
Y031

20 112,938

21 0.44

May 12, 1975

December 19, 1975

0

PART B

30 LABOR TOTAL MAN HOURS 2,473 GROSS EARNINGS 20,291

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES 70,497

1,869

3

1250

12	207
48	20
8	14

101

3,067

926

1,890

506

FORM PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

[illegible]

Part B — INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible] barrels of cement used on project. Do not [illegible]

Items [illegible] and 32 [illegible] aggregates [illegible] purchased from [illegible] Aggregates [illegible]

[illegible] thousand board feet [illegible]

March 17, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On March 9, 1977, we wrote to you concerning release of final payment on Contract No. 8149 awarded to Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. for work on the N. Pacific Blvd.-Albany Ave. (Albany) Section of the Albany-Junction City Highway in Linn County.

Final payment on this contract is $5,327.36 and the total contract amount is $107,919.78 including $1,850.11 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
John W. Sheldrake

BK 10-8

IN THE

United States District Court

FOR THE

District of Oregon

Division

STATE HWY ENGR
SEP 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9-1-76 [illegible]

[illegible]

Read

IN THE MATTER OF

CORVALLIS SAND & GRAVEL, a corporation

Debtor.

IN BANKRUPTCY
CHAPTER XI
NO. B76-244

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named debtor,

☒ A hearing in said cause,

will be held at Albany City Council Chambers, 240 West Second Street in the city of Albany, State of Oregon, on the 10th day of September, 1976, at 2:00 o'clock P. M., to consider and act upon the following matters:

Applications for allowances for administrative expenses have been made as follows:

Long, Bodtker and Post, Attorneys for Debtor		Jerome E. LaBarre Attorney for Creditors' Committee	
Attorney fees	$31,800.00	Attorney fees	$7,746.00
Expenses	540.77	Costs & Expenses	339.14

The applications will be heard and acted upon at the meeting and examined pursuant to Bankruptcy Rules 219 and 11-29.

The attorney for the Creditors' Committee has also applied for an order appointing Robert Mix as attorney for the debtor for the special purpose of pursuing litigation now docketed in the United States Supreme Court as cases numbered 75-567 and 75-577 provided that if no recovery for the benefit of creditors results from such litigation then no attorney's fees, costs or disbursements shall be recoverable from the creditors of the debtor's Chapter XI estate herein, and in the event of any recovery and award of attorney fees, and costs they shall be pro-rated in direct proportion to the benefits received from the litigation by Citizens Bank of Corvallis and benefits received by general creditors of the debtor.

and transact such other business as may properly come before the meeting.
DATED: August 31, 1976 at Eugene, Oregon

[illegible]
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 11, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

RE: Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

ATTENTION: Mr. Robert L. Miller
Bond Claim Department

Dear Bob:

In reply to your letter of June 7, 1976, please be advised that we are clear to make payments on all the contracts except two for which corrected payrolls have not been received.

I have been advised by Jim Walton that the corrected payrolls will be received shortly, and at that time payments will be made.

By copy of this letter I am requesting the Accounting Section to send you a copy of all payment estimates.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: C. W. Head
Dick Hacek

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ■ TACOMA, WASHINGTON 98402 ■ AC 206 — 383-1481

June 7, 1976

C. W. Head
Commission Services
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Confirming our discussion this date with yourself and Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, we advise you that United Pacific Insurance Company, as surety on the Performance Bonds on the above project, has no objections to payments on the above contracts being made and sent to McNesby & Aubry, Inc., c/o James W. Walton, Attorney at Law, P. O. Box 1067, Corvallis, Oregon.

United Pacific would appreciate receiving a copy of the payment estimates as they are approved and payment is made on each of the above bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Kohnen Larson & Co.
Eugene Bonds

RECEIVED

DEPARTMENT OF TRANSPORTATION

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S W JEFFERSON AVE
P. O BOX 415
CORVALLIS OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

May 26, 1976

FILED

RECEIVED
JUN 07 1976
LEGAL

* ok to pay when payrolls & compliance papers submitted (JCS)

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: McNesby & Aubry - Corvallis Sand -
Citizens Bank of Corvallis

Gentlemen:

You are hereby authorized to pay all funds received from the following State Highway and bonded jobs to McNesby & Aubry, Inc.

Pay now (JCS) 5229 1) Oregon State Highway Department - Elks Drive - & Conifer.

* 5141 2) Albany Avenue. PAYROLLS NOV & DEC

3) Independence Airport.

5304 4) Oregon State Highway Department - Highway 34.

* 5150 5) Oregon State Highway Department - Wren/Gellatly. PAYROLLS / BONDS

* 5271 6) OSHD - Sweethome. CORRECT PAYROLL #1

We will look to McNesby & Aubry under separate agreements for the portion thereof applicable to the claim of the City of Corvallis.

Yours very truly,

LaVerne M. Johnson

LMJ:jm
cc: James W. Walton
P. O. Box 1067
Corvallis, Oregon 97330

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

May 21, 1976

NOTED
JACK L. SOLLIS

RECEIVED
MAY 24 1976
LEGAL

Mr. Jack Sollis
State Highway Department
Salem OR

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem OR 97310

Gentlemen:

Re: Corvallis Sand & Gravel - Citizens Bank - McNesby & Aubry

The Citizens Bank and McNesby & Aubry, Inc. have reached an arrangement. I anticipate that you will receive a letter from LaVerne Johnson, Counsel for the Bank, directing that all funds under State Highway jobs and the Independence Airport job be paid directly to McNesby & Aubry, Inc.

We have made an arrangement with the Citizens Bank mutually detailing our respective interests in these jobs.

Very truly yours,

J.W. Walton

jr

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206 — 383-1481

April 27, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Reference your letter of April 9th addressed to United Pacific and your letter of April 12th addressed to Thomas & Johnson, Attorneys, and Attorney Walton's letter of April 21, 1976, addressed to your office with respect to the contract funds due or to become due on the above bonded contracts. United Pacific does object to any funds due or to become due being paid direct to Citizens Bank of Corvallis. However, we do not object to the funds being paid to the joint venture as long as they are mailed to Attorney James W. Walton. As surety on the bonds, we must insist any contract funds due or to become due are used to complete the work on these contracts and pay valid labor, material and/or other statutory claims or liens arising out of these projects.

We understand Attorney Walton has been negotiating with the counsel for Citizens Bank on matters relating to any claim which the bank may have relating to these jobs.

Your cooperation is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Eugene Claims

RECEIVED
APR 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

April 21, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem OR 97310

Dear Mr. Head:

Re: Corvallis Sand and Gravel Co./McNesby & Aubry, Inc.

On behalf of McNesby and Aubry, we object to the payment of any funds directly to Citizen's Bank alone from any other State contracts.

To our knowledge, Citizen's Bank has a claim against one of the above-mentioned jobs, that being Albany Avenue.

We anticipate being able to resolve with Citizen's Bank any claims under these jobs.

As you are aware, McNesby and Aubry have undertaken the completion of each of these jobs.

Very truly yours,

J. W. Walton
sig
cc: Jack Sollis
LaVerne Johnson
Bob Miller
Burt Aubry
David Smith

RECEIVED
APR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 9, 1976

FROM: Jack L. Sollis JLS cH
Assistant Attorney General

SUBJECT: Accounts Receivable
Corvallis Sand & Gravel

I would check with the surety company and see if it is satisfactory with them to release payments to the Citizens Bank of Corvallis as indicated by prior correspondence from them and Mr. Walton, attorney for McNesby and Aubry.

I would do everything I could to expedite payments to the Citizens Bank so they can get creditors paid off and get McNesby and Aubry back on the road to getting these contracts complete. If you have any questions give me a call.

JLS:clh

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE.
P. O. BOX 415
CORVALLIS, OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

April 7, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, OR 97310

RE: Corvallis Sand & Gravel - Oregon State Highway Department

Dear Mr. Head:

This is to memorialize our telephone conversation of April 6, 1976 wherein we reviewed your letter of March 22, 1976 to Mr. Willard Bodtker, attorney for Corvallis Sand & Gravel.

You will recall during our telephone conversation that I indicated to you that I had spoken with Mr. Bodtker April 5, 1976 and that he was sending to you a letter of clarification substantially in the form attached hereto pursuant to which you may release any monies due and owing to Corvallis Sand & Gravel pursuant to certain contracts with the Oregon State Highway Department to the order of Citizens Bank of Corvallis.

On behalf of Citizens Bank of Corvallis, we look forward to receiving those remittances at your earliest convenience.

Very truly yours,

George B. Heilig

GBH/dw
enc.
cc: Mr. Willard Bodtker
Mr. James Walton
Mr. Alden Toevs

To: Account Receivable

Gentlemen:

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

Very truly yours,

Willard Bodtker

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

TO: ACCOUNTS RECEIVABLE OF CORVALLIS SAND & GRAVEL COMPANY

FROM: WILLARD BODTKER
ATTORNEY FOR CORVALLIS SAND & GRAVEL COMPANY

RE: FUTURE PAYMENTS ON ACCOUNTS OWING TO CORVALLIS SAND & GRAVEL COMPANY

DATE: APRIL 6, 1976

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

RECEIVED
COMMUNITY SERVICES
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Corvallis Sand and Gravel Company

I received a telephone call today from George Heilig, one of the attorneys for the Citizens Bank of Corvallis, regarding our letter to Willard Bodtker dated March 22, 1976 (Corvallis Sand and Gravel problem). Attached is a copy of our letter to Willard Bodtker.

Heilig stated that he had talked to Bodtker yesterday. Due to administrative lag, he said we will be getting a letter from Bodtker which he read as follows:

> "To all accounts:
>
> It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe as Corvallis Sand and Gravel.
>
> Please be advised that you should follow the directions of the letter originally received from the Citizens Bank in Corvallis. Payments should be directed to their order. Payments made to our office pursuant to our notice will be credited to your account.
>
> Your early attention to this matter will be appreciated. If you have any questions, please direct your inquiries to Citizens Bank in Corvallis."

Attached is a copy of the letter we originally received from Citizens Bank of Corvallis.

Heilig said he felt this would satisfy our inquiry of March 22. Mr. Heilig indicated he would send a letter to us today confirming this telephone call with a carbon copy to Bodtker.

Heilig suggested that I call Bodtker to confirm that those payments be sent to Citizens Bank in Corvallis (Bodtker's telephone number - 926-5504). I told Heilig that I would pass this information on to you, Jack.

CWH:sr
Att.

Files

5099

FILED
JUN 2 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

June 1, 1976

Central Credit Corporation
1760 S.W. Third
Corvallis, OR 97330

7-16-76

Gentlemen:

This is to acknowledge receipt of your Notice of Claim of May 19, 1976, on behalf of Truax Oil, Inc. stating that Corvallis Sand and Gravel Co. and McNesby & Aubry, Inc. owes them for gasoline and diesel fuel in the amount of $590.59.

This appears to be in connection with the Corvallis Sand and Gravel Co. and McNesby & Aubry, Inc., Contract No. 8149, N. Pacific Blvd.-Albany Ave. (Albany) Section of the Albany-Junction City Highway in Linn County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

May 19, 1976

TO: Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN: That the undersigned, CENTRAL CREDIT CORPORATION, assignee, has a claim for gasoline and diesel fuel furnished by Truax Oil, Inc., to Corvallis Sand and Gravel, in the sum of $590.59, against the bond taken from Corvallis Sand and Gravel Company, McNesby & Aubry, Inc., principals, and United Pacific Insurance Company, sureties, upon the bond for work of Corvallis Sand and Gravel Company, upon the work on North Pacific Boulevard, Albany, Linn County, Oregon. Said gasoline and diesel fuel was furnished July through November, 1975.

CENTRAL CREDIT CORPORATION
1760 S.W. Third
Corvallis, Oregon 97330

By ______________________

cc: Secretary of State
Salem, OR 97310

RECEIVED
MAY 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Contract No. 8149

March 22, 1976

Long, Bodtker & Post
425 West Second Ave.
Albany, OR 97321

Attn: Willard Bodtker

Gentlemen

Reference is made to your letters of March 18, 1976, concerning money due to Corvallis Sand and Gravel Company.

There has been an assignment from Corvallis Sand and Gravel to McNesby and Aubry dated January 30, 1976, of all proceeds due and owing on these contracts. We have received notification from Mr. J. W. Walton, Attorney for McNesby and Aubry, that all correspondence concerning their contracts should be sent to McNesby and Aubry, Inc., Box A , Corvallis, OR 97330.

The Highway Division will not release any monies under these contracts until such time as we have been advised that the distribution of such monies has been worked out by your office and Mr. Walton's office.

The Highway Division does not intend to become involved in the litigation regarding the bankruptcy of Corvallis Sand and Gravel and would assume that your office and Mr. Walton's office will work this matter out.

Very truly yours,

. W. Head
COMMISSION SERVICES

ar

cc Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330
Attn: J. W. Walton

bc Jack Sollis

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 1[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
[illegible]
COMMISSION [illegible] SERVICES
[illegible]

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 5,435.57

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
[illegible]
COMM[illegible] [illegible]
[illegible]

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 10,358.93

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
[illegible]
CONSTRUCTION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 42,661.46

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR [illegible] 1976
COMMUNICATION SERVICES
DEPARTMENT OF TRANSPORTATION

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS that Corvallis Sand & Gravel Company, an Oregon corporation does hereby sell, assign, transfer and set over all of its right, title and interest in and to said jobs and contracts to McNesby & Aubry, Inc., co-obligor under the following jobs and contracts:

1) National Environmental Research Center - Contract #68-03-0819 - U.S. Environmental Protection Agency

2) Oceanography Complex Grading & Paving Contract #75-38 - Oregon State Board of Higher Education

3) Independence Airport - State of Oregon Aeronautics Division

4) Subsurface Drainage System & Parking Lot Repairs, Church of Latter Day Saints - Contract #502-8337

5) Linn Benton Community College Construction of Physical Ed. Area

6) Labish Village Sewer Force Main - Labish Village, Sewage and Drainage District, a municipal corporation

7) Corvallis Lebanon Hwy. at Co. Road #704 & 705 - Contract #8307 - Oregon State Highway Division

8) Elks Drive Contract, c/o Richard Nelson, 3700 Philomath Highway, Corvallis OR Oregon State Highway Division

9) N. Pacific Blvd. - Albany Avenue Contract #8149 - Oregon State Highway Division

10) 9th-18th Avenue, Sweet Home
Contract #8271 - Oregon State Highway Division

11) Gellatley Summit - Wren Section
Contract #8516 - Oregon State Highway

Subject to the contract rights of Citizens Bank of Corvallis.

This assignment shall be deemed to authorize all owners on the above-mentioned jobs to make all disbursements in the future to McNesby & Aubry, Inc. and Citizens Bank of Corvallis, jointly, in recognition of the security position of Citizens Bank as to all accounts receivable from Corvallis Sand & Gravel Company.

CORVALLIS SAND & GRAVEL COMPANY

By ______________________
President

SUBSCRIBED AND SWORN TO before me this 20 day of January, 1976.

Judy A. Roberts
Notary Public for Oregon
My Commission expires: 12-23-79

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		FEDERAL AID PROJECT NO. HHS-56(5) STATE PROJECT NO. See below
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. HHS-3	COUNTY NAME Linn PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '76
REFER TO
FOR

DATE PS&E APPROVED 3-5-75	DATE AUTHORIZATION EFFECTIVE 2-5-76	FEDERAL ROUTE NUMBER Primary Route 3 STATE ROUTE NUMBER Primary Route 58

GENERAL LOCATION:

"North Pacific Blvd. - Albany Ave. Section"

GENERAL DESCRIPTION OF WORK:

Construct asphalt sidewalk and three additional sidewalk ramps at Pacific Blvd.-Albany Ave. Intersection (MP0.44)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 2-6-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 4 in the estimated amount of $2,000 - Federal Funds $1,800.

DATE 2-23-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Approval Recommended: .... Regional Engineer Approved: .... Construction Engineer Adm.

cc: Howard Johnson

Form A-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8149

Order No. 4

Section N. Pacific Blvd- Albany Ave (Albany) Date January 21, 1976

Highway Albany - Junction City F.A.P. No. HHS - 56(5)

County Linn Prefix 22-1055 Account No. 276 - 04

Description of Work To Be Done Construct asphalt concrete sidewalk and three additional sidewalk ramps. This work will provide better access to the signal push buttons and prevent walking in mud or wet grass.

Location by Station Numbers:
At Pacific Blvd. - Albany Ave Intersection (M.P. 0.44)
SEE ATTACHED SKETCH

APPROVED EFFECTIVE DATE 2-5-76
Contingent upon modification of project agreement if additional funds are required.
BY D K Hossner
TITLE Dist. Engineer
DATE 2-23-76
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$ 1,400.00
Equipment.	400.00
Materials.	200.00
Total:	$ 2,000.00

Explanation: It would be best to perform this work by State Forces rather than prolonging the contract until spring.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$118,181.88
Present estimate of project cost, including $ 2,000.00 for work under this order	$127,300.42
Expected XXXXXXX over-run (amount)	$ 9,118.54
Expected XXXXXXX over-run (per cent)	7.7 %

Submitted by: J M Martin
J. M. Martin
Resident Engineer

Approval Recommended: Ame Q Wimer
Regional Engineer

Approval Recommended
For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
Adm.

cc: Howard Johnson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 10, 1976

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
FEB 24 1976

SUBJECT **N. Pacific Blvd. at Albany Ave. (Albany)**
Contract No. 8149
Request for Additional Authorization

An overrun of $9,118.54, which is 7.7 percent of the existing $118,181.88 authorized, is now expected on this project. This is a federally-funded high hazard project which covers pavement widening for turning lanes and installation of a signal on the Albany-Junction City Highway (99E) in the northerly part of Albany.

The main reason for the overrun is quantity increases in the asphalt concrete items. The overlay paving on the southwesterly end of the project was extended for some 1,070 feet. The Federal Highway Administration approved a minor program change to authorize it and participated in the cost.

Your approval is requested for an additional $9,118.54 to a new total authorization of $127,300.42. This will be on the agenda for your consideration at the February 24 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter - (w/forms)
H. S. Coulter
C. T. Keasey
Vern Skoog
L. W. Rulien
C. O. Fredrickson
Jack Graham
George Bell

JAB:fr dpy

RECEIVED

FEB 5 1976

F(1-734-3030

Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 5, 1976

FILE: CON 5 #8149

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N. Pacific Blvd. at Albany Ave.
(Albany)
Contract No. 8149
Request for Additional Authorization

Herewith Form E-372 showing a 7.7 percent overrun ($9,118.54) on this project. The existing authorization is $118,181.88, so we are allowed only 5 percent tolerance.

The contract work is all complete, but at the final inspection it was found desirable to do some additional work at the Albany Avenue Intersection crosswalks. This involves building three short segments of A.C. walk on the curb radiuses and installing three more sidewalk ramps to better fit the crosswalk patterns. This is estimated to cost $2,000 on a State Force Order which we have sent to FHWA requesting their approval for participation. Even without this order, the project would still be overrun about 6 percent.

The main reason for the overrun is quantity increases in the A.C. items (plus $6,777) and engineering overrun (plus $5,979). The A.C. item would have underrun about 305 tons had we not extended the overlay paving on the southwesterly end of the project for some 1,070 feet (up to the Cox Creek Bridge). This work was added late in the season and is covered by Price Agreement No. 2. The Federal Highway Administration approved a minor program change to authorize it and participated in the cost which was estimated at $10,358. At the time this work was authorized, it was not expected to cause a project overrun. Actually P.A. 2 cost a little less than estimated, but engineering costs have now accumulated to significantly more than was expected.

A rough draft letter to the Transportation Commission concerning the funding overrun is attached.

We should consider whether this should also go to the Contract Review Board. The P.A. 2 project extension had a value of $10,357, or 10.7 percent of the contract amount. However, all but $100 of this was at bid prices. The amendment type price agreements in this project amount to only $300. Do we need to go to the Board for the project extension work done at bid prices? This work underran the P.A. quantity slightly, but still amounts to about $10,120 (excluding any flagging cost which I cannot segregate) or 10.4 percent of the contract amount. The overrun of our contract quantities associated with the project extension does not exceed 10 percent (this would be 308 tons of mix plus the asphalt, or about $4,662). On this basis, the overrun of the contract amount, due to the project extension, is 4.8 percent. I question whether we should go to the Contract Review Board with this and have not prepared an exemption request to them pending further advice from you.

2-6-76
Don't think we should go to C.R.B. —

JAB:fr
Att.
cc: Robert Church

cy Const. —

Department of Transportation

Memo to File 1-27-76

C. W. Head
Commission Services

After receiving two letters dated January 23, 1976, from the Citizens Bank of Corvallis concerning Corvallis Sand & Gravel Co., the following action was taken today:

(1) Upon advice of Jack Sollis, Cecil Head notified Dick Hacek, Highway Finance, to hold future payments on the following Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. contracts:

Contract No. 8149 - N. Pacific Blvd.-Albany Ave. (Albany)

Contract No. 8156 - Gellatly Summit-Wren

Contract No. 8229 - N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis)

Contract No. 8271 - 9th Ave.-18th Ave. (Sweet Home)

Contract No. 8307 - Corvallis-Lebanon Highway at County Roads 704 and 705

(2) Jack Sollis telephoned Marvin McDonald, Citizens Bank of Corvallis. Sollis told McDonald that future payments would be held up on the above five contracts until contact is made with the surety, United Pacific Insurance Company, Tacoma, Washington (same surety on all contracts).

(3) Sollis talked to Bob Miller's Secretary, United Pacific Insurance Company. Miller was out of the office until Friday, January 30, 1976. Sollis will talk to Bob Miller on the 30th concerning the status of these contracts.

cc: F. B. Klaboe
Ed Hunter
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
V. E. Skoog Attn: Dick Hacek

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Highway Dept. Attn: Richard Nelson
Wren-Gellatly
3700 Philomath Hwy.
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 42,661.46

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
☐ RE ☒ HCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

cc. John Rund w/attached unsigned reply, reply envelope & certified mail envelope 830983 for your answering
cc. Dick Nelson [illegible]
[illegible]

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $________________ which will be paid to Citizens Bank of Corvallis on or before the ______ day of __________________ 1976.

DATED this ______ day of ____________________ 1976.

____

Debtor

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS, OREGON 97330

ADDRESS CORRECTION REQUESTED

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

ATTN: Richard Nelson

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

spec

s is
ounts,
avel
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and

will you
notice.
please
ount of the
will be paid
n copy and returning
eto will be sincerel

very truly,
ITIZENS BANK OF CORVA
BY

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph [illegible] of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

By ____________

REGION 2 ENGINEER
RECEIVED
JAN 26 1976

☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

cc. John Grant w/attached unsigned reply, reply envelope.
cc Dick Nelson w/attach Certified Mail envelope 834979 for your answering
D.W.

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $______________ which will be paid to Citizens Bank of Corvallis on or before the ______ day of __________________ 1976.

DATED this _____ day of __________________ 1976.

____

Debtor

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS
P.O. BOX 30
CORVALLIS, OREGON 97330

ADDRESS CORRECTION REQUESTED

Oregon State Highway Dept.
3700 Philomath Hwy.
Corvallis, OR 97330

ATTN: Richard Nelson

CERTIFIED
No. [illegible]
MAIL

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

5733

FILED
CLAY MYERS

RECEIVED
SECRETARY OF STATE
JAN 23 8 55 AM '76
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON 1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 27, 1976

Western Landscaping, Inc.
P. O. Box 146
Lynnwood, WA 98036

3-1-76

Gentlemen:

This is to acknowledge receipt of your letter of January 6, 1976, addressed to Mr. Jack Martin, Highway Project Engineer, stating that Corvallis Sand and Gravel Company owes you $240 for supplying and applying of seed, fertilizer and mulch.

From the description given in your letter, this appears to be in reference to the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8149, N. Pacific Blvd.-Albany Ave. (Albany) Section of the Albany-Junction City Highway in Linn County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety and the principal contractor of receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Bates & Bates, Inc.
320 S.W. 3rd
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc Jack Martin
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Western Landscaping, Inc.

P. O. BOX 146 • LYNNWOOD, WASHINGTON 98036 • (206) 776-2197

Commercial Landscaping • Erosion Control

January 6, 1976

Mr. Jack Martin, Project Engineer
Oregon State Highway Department
3111 Santiam Highway
Albany, OR 97321

RE: Contract No. 8149
Albany Avenue & Highway 99E

Dear Mr. Martin:

Pursuant to our telephone conversation of today, we are submitting written notice that we performed Hydro-Seeding work on the above named project, for which we have not received payment from Corvalis Sand and Gravel.

We are hereby presenting a claim against this project in the amount of $240.00 covering the supplying and applying of seed, fertilizer and mulch to 0.40 Acres on November 8, 1975.

Very truly yours,

WESTERN LANDSCAPING, INC.

DONALD F. CARLSTROM

PRESIDENT

DFC:ml

RECEIVED
JAN 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
JAN 8 1976
☐ RE ☒ AR ☐ OE ☐ CI ☐ III

bc Richard Nelson
Jack Martin

January 27, 1976

Weatherford, Thompson, Horton
& Jordan P.C.
Attorneys at Law
130 W. First Ave.
Albany, OR 97321

NOTED ON CARD
1-27-76

Attn: Timothy Wood

Gentlemen

This is to acknowledge receipt of a copy of your letter of January 21 addressed to Clay Myers, Secretary of State, with attached Notice of Claim of Linnco Electric Company stating that Corvallis Sand & Gravel Company owes them $9,663 for labor and materials.

This appears to be in connection with the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8149, N. Pacific Blvd.-Albany Ave. (Albany) Section of the Albany-Junction City Highway in Linn County.

United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise the surety and the prime contractors of the receipt of this claim.

Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

Bates & Bates, Inc.
320 S.W. 3rd
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

J. K. WEATHERFORD, (1875-1935)
MARK V. WEATHERFORD, (1910-1962)
J. K. WEATHERFORD
ORVAL N. THOMPSON
HARRISON M. WEATHERFORD
JOHN B. HORTON
JAMES H. JORDAN
WILLIAM E. BRICKEY
PETER L. POWERS
RICHARD B. HAGEDORN

WEATHERFORD, THOMPSON, HORTON & JORDAN P.C.
ATTORNEYS AT LAW
130 W. FIRST AVENUE
ALBANY, OREGON 97321

POST OFFICE BOX 667
PHONE 926-2255

January 21, 1976

Clay Myers
Secretary of State
Room 122, State Capitol
Salem, Oregon 97310

Re: OSHD Contract No. 8149

Dear Sir:

Enclosed herewith is our Notice of Claim for materials and labor supplied by us as contractors to Corvallis Sand & Gravel on their contract with the Oregon State Highway Division, Contract No. 8149. The labor and materials were supplied by the installation of a traffic signal at North Pacific Blvd. and Albany Avenue in Albany, Oregon. The amount of our claim is for $9,663.00.

The initial contract price was $35,552.00 to which was added 36 hours of flag time at $12.50 per hour and $261.00 of force account work including traffic detector loops 5 and 6. The total contract price, therefore, was $36,263.00. On the contract price the contractor has paid $26,600.00 leaving an unpaid balance of $9,663.00.

Our Notice of Claim on the bond filed by Corvallis Sand & Gravel and whose surety was United Pacific Insurance Company is being filed pursuant to ORS 279.528.

Very truly yours,

Timothy Wood

TW:mk
Enclosure

cc: Bates & Bates Insurance
Linnco Electric
Mr. Cecil W. Head, OSHD
Mr. Jack Martin, OSHD

J. K. WEATHERFORD
ORVAL N. THOMPSON
HARRISON M. WEATHERFORD
JOHN B. HORTON
JAMES H. JORDAN
WILLIAM E. BRICKEY
PETER L. POWERS
RICHARD B. HAGEDORN

WEATHERFORD, THOMPSON, HORTON & JORDAN P.C.
(FOUNDED BY J. K. WEATHERFORD - 1975)
ATTORNEYS AT LAW
130 W. FIRST AVENUE
ALBANY, OREGON 97321

POST OFFICE BOX 667
PHONE (503) 926-2255
J. K. WEATHERFORD, (1848-1935)
MARK V. WEATHERFORD, (1886-1962)

NOTICE OF CLAIM

TO: Oregon State Highway Division

Notice hereby is given that the undersigned, Linnco Electric Company, has a claim for furnishing the labor and materials necessary to install a traffic signal at North Pacific Blvd. and Albany Avenue in Albany, Oregon in the sum of $9,663.00 against the bond taken from Corvallis Sand & Gravel Company whose surety was United Pacific Insurance Company for the work of Corvallis Sand & Gravel on Oregon State Highway Division Contract No. 8149 for the installation of a traffic signal at North Pacific Blvd. and Albany Avenue, Albany, Oregon.

Timothy Wood
Of Attorneys for Claimant

RECEIVED

COMMISSIONER
DEPARTMENT OF [illegible]

NOTED
E. S. HUNTER

1-27-76

cy. Sollie
[illegible]
[illegible]
[illegible]
[illegible]

D. J. C.
23 Jan. 1976

Sand & gravel firm hands over reins

CORVALLIS — Operations at financially-troubled Corvallis Sand & Gravel have been taken over by Eugene Sand & Gravel.

"We're running the company on an interim basis," said Eugene Sand & Gravel President John Alltucker. "This will give everyone a chance to decide what to do next."

The Corvallis firm had closed its doors temporarily as its president, John Gallagher, struggled with creditors over $3.8 million in outstanding debts.

It may be another 60 days before Gallagher and creditors get together, Alltucker told the Daily Journal of Commerce in a telephone interview.

A total of 10 employes were brought back to work at Corvallis Sand. This may vary from day-to-day, according to Alltucker.

He said Corvallis Sand is delivering gravel and concrete only. "We're not producing any concrete or doing any construction," he said.

Alltucker described himself as a long-time friend of Gallagher and said he would run the Corvallis operation until Gallagher resolved the dilemma with creditors.

JAN 26 '76
REFER TO
FOR
Info. Inv. R.O. D.R. Sign Att. File

1859

OREGON STATE
HIGHWAY DIVISION
3700 Philomath Highway
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 16, 1976

McNesby and Aubry
P.O. Box "A"
Corvallis, OR 97330

RE: Contract 8229
Elks Dr.-Conifer Blvd.
Contract 8156
Gellatly Summit-Wren

Gentlemen:

In response to Mr. Walton's letter of January 14, 1976; our Contract Payments and Finance Sections have been advised to continue any future disbursements to the Joint Venture.

I am forwarding the only claim that I have received to date on either project. Some claims or liens may have been filed direct with the Transportation Commission, Secretary, by a copy of this letter I am requesting that evidence of any claims or liens , to the subject projects, be transmitted to me.

Yours truly,

Richard E. Nelson
Resident Engineer

NOTED
E. S. HUNTER

cc: Cecil Head - with attach - Walton's letter
Region II Office - with attach - Walton's letter

1-27-76
cp - [illegible]
[illegible]
[illegible]
[illegible]

RECEIVED
TATE HWY ENGR
JAN 21 '76
REFER TO
FOR

1-21-76
Copies to
F. B. Klaboe
Keasey attn. Bond
cwh

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 81-734 3122

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

H.S.CO.

NOTED
E. S. HUNTER

JAN 23 '76

RECEIVED
JAN 27 1976
Office of
Assistant State Highway Engineer

cc Soller
Keasey
Fredrickson
Skoog
Coulter
Rubien
1-27-76

Mr. Jack Martin
3111 Santiam Highway
Albany OR 97321

Re: N. Pacific Blvd. - Albany Avenue
Contract #8149

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

lr

cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 2[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1087 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Re: Gellatley Summit - Wren Section - #8156

Dear Sir:

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 19 1976
COMMISSION SERVICES
TRANSPORTATION

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Dear Sir:

Re: Elks Drive Contract

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P O BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Pacific Blvd. at Albany Ave(Albany)

WEEK ENDING: January 24, 1976

SECTION PREFIX: 22-1055

HIGHWAY: Albany-Junction City

COUNTY: Linn

NAME OF JOB: N. Pacific Blvd at Albany Ave.

KIND OF WORK: Grading, Paving & Traffic Signal Installation

CONTRACTOR: Corvallis Sand & Gravel

CONTRACT NUMBER: 8149

FEDERAL AID PROJECT NUMBER: HHS - 56(5)

DATE OF CONTRACT: April 4, 1975

DATE WORK STARTED: May 12, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 240

CALENDAR DAYS USED: 238

SPECIFIED COMPLETION DATE:

PROJECT AUTHORIZATION: $ 118,181.88

PERCENT OF TIME ELAPSED: 99%

EXCLUSIVE OF ENGINEERING: $ 108,810.63

ENGINEERING AUTHORIZATION: $ 9,371.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 111,950.42

ENGINEERING COST TO DATE: $ 15,350

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%

ESTIMATED PERCENT OVERRUN XXXXX: 2.9 %

PERCENT OF AUTHORIZATION: 164 %

DATE PROJECT WAS COMPLETED: December 19, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	
100	100	100		100		signals 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2550 ton
TOTAL QUANTITIES CORRECTED TO DATE					2858
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2858
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

January	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Partly Cloudy			
MONDAY 19	Clear & Cool			
TUESDAY 20	Clear & Cool			
WEDNESDAY 21	Clear & Cool			
THURSDAY 22	Rain & Cool			
FRIDAY 23	Clear & Cool			
SATURDAY 24				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

January SUNDAY 18	No Activity
MONDAY 19	No Activity
TUESDAY 20	No Activity
WEDNESDAY 21	No Activity
THURSDAY 22	No Activity
FRIDAY 23	No Activity
SATURDAY 24	No Activity

REMARKS

Project completed Friday, December 19, 1975.
Semi-final was submitted January 20, 1976.
Final Inspection was Friday, January 9, 1976.

SIGNED ______ LOCATION Albany

Robert Stenerson, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

FILED
JAN 28 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 21, 1976

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

3-1-76

Attn: Ervin W. Potter

Gentlemen:

This is to acknowledge receipt of your letter of January 15, 1976, with attached Notices of Claims stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes Eola Concrete Tile & Products Co. for materials furnished on four State Highway contracts. The claims received are as follows:

Contract No. 8156 - File #5022 Gellatly Summit-Wren Section, Corvallis-Newport Highway in Benton County	$ 561.00 plus interest
Contract No. 8271 - File #5023 9th Ave.-18th Ave. (Sweet Home) Section, Santiam Highway in Linn County	$2,538.20 plus interest
Contract No. 8149 - File #5024 N. Pacific Blvd.-Albany Ave. (Albany) Section, Albany-Junction City Highway in Linn County	$1,210.60 plus interest
Contract No. 8229 - File #5025 NW Elks Dr.-NW Conifer Blvd. (Corvallis) Section, Pacific Highway West in Benton County	$1,889.78 plus interest

FILED
JAN 28 1976
CLAY MYERS
SECRETARY OF STATE

The United Pacific Insurance Company through Bates & Bates, Inc. furnished the bonds on these contracts. We will advise the surety of the receipt of these claims and we will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been satisfied. Attached are certified copies of the four contracts.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachments
cc: Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State ✓ - Please acknowledge receipt of these attached claims on the enclosed copy of this letter.

Richard Nelson

RECEIVED
COMMI SERVICES
DEPARTMENT OF TRANSPORTATION

& SPEERSTRA
T LAW
ILDING
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llis Sand
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tract 8229
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-turn envelope
41 Insurance Co.
ashington 98401 (copies
llis Sand & Gravel Company
45 S. E. Crystal Lake Driv
Corvallis, Oregon 97330
& SPEERSTRA

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY S. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINGS, JR.
DON A. DICKEY
KEITH J. BAUER

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

AC 503 364-6733

January 15, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Re: Eola Concrete Tile & Products Co./Corvallis Sand & Gravel Company
Corvallis-Newport Highway, Contract No. 8156
Sweet Home - Santiam Highway, Contract No. 8271
Elks Dr. and Conifer Blvd., Corvallis, Contract 8229
Independence, Contract No. 8149

Gentlemen:

Enclosed herewith are notices of claim of Eola Concrete Tile & Products Co. for materials furnished and used in the above highway projects, contracts numbered 8156, 8271, 8229 and 8149.

These claims are unpaid and a lien has been placed upon any retains and this letter is notice that a claim on the performance bond will be filed forthwith.

Application is respectfully made for a certified copy of the contracts and bonds as provided by law (see ORS 279.512).

We enclose a copy of this letter and we would appreciate your returning it to us with your endorsement of the date of the filing of the notices of claim.

Thank you for your courtesy and assistance.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By:

RECEIVED
JAN 1[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EWP:ec
Enc: 4 Notices of Claim
cc this letter and return envelope

pc: United Pacific Insurance Co.
P. O. Box 1541
Tacoma, Washington 98401 (copies of notices enc.)
Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330 (copies of notices enc.)

NOTICE OF CLAIM

TO: Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330

Re: Eola Concrete Tile & Products Co. - Corvallis Sand & Gravel Company - N. Pacific Boulevard/ Albany Avenue, Independence; Contract No. 8149

Notice is hereby given that Eola Concrete Tile & Products Co. of Salem, Oregon, has a claim for concrete pipe, materials and fittings supplied by the claimant and used in the construction and improvement of N. Pacific Boulevard and Albany Avenue, Independence, Polk County, Oregon, in the sum of $1,210.60, together with interest thereon at the rate of 1% per month from June 2, 1975, until paid, against Corvallis Sand & Gravel Company, as principal, and United Pacific Insurance Co., Tacoma, Washington, as surety, on the bond for the work of improvement and construction of the project as more particularly described in the contract hereinabove referred to, the terms of which are by reference incorporated herein and made a part hereof. Credit payment of $903.77 September 22, 1975.

Said claim has not been paid and six months have not elapsed since the acceptance of the work.

EOLA CONCRETE TILE & PRODUCTS CO.

By ______________________
President

Subscribed and sworn to before me this [illegible] day of January, 1976.

____
Notary Public for Oregon

My commission expires:
[illegible], 1979

RECEIVED
[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

Mr. Jack Martin
3111 Santiam Highway
Albany OR 97321

Re: N. Pacific Blvd. - Albany Avenue
Contract #8149

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

cc: Mr. B. Aubry
cc: Mr. H. David Smith

605 S.W. JEFFERSON AVENUE • P.O. BOX 1087 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4192

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
1-4.3

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1 2 71

Form Approved; O M B No. 04-R2089

State
Oregon

County
Linn

Project Number
HHS-56(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 1975 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 112,787	$ 124,618
Federal funds	$ 101,508	$ 112,156
Other revisions		

This modification is made for the following reasons:

To include approved State force work and increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of January, 19____.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
G. L. Green (Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon, January 6, 1976

✓

Federal-aid Project
No. HHS-56(5)

N. PACIFIC BLVD.-ALBANY AVE. (ALBANY) SECTION ALBANY-JUNCTION CITY HIGHWAY IN LINN COUNTY

Revised Project Agreement Estimate.

Type Code P.E. Preliminary Engineering

Preliminary Engineering	All Required		$ 5,400.00

Type Code Y008 Channelization (M.P. 0.44)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
*Temporary Signs	275 sq.ft.	4.00	1,100.00
*Flagmen	125 hour	12.50	1,562.50
Removal of Structures and Obstructions	All Required		2,000.00
Embankment in Place	610 cu.yd.	4.50	2,745.00
Trench Excavation	80 cu.yd.	4.00	320.00
*Class "B" or Class "C" Asphalt Concrete Mixture	2,858 ton	9.00	25,722.00
*Asphalt Cement in Mixture	200 ton	90.00	18,000.00
12-inch Culvert Pipe	50 lin.ft.	7.00	350.00
42-inch Culvert Pipe	20 lin.ft.	40.00	800.00
8-inch Sewer Pipe	70 lin.ft.	6.00	420.00
12-inch Sewer Pipe	70 lin.ft.	7.00	490.00
*Concrete Inlets, Type G-1	8 only	300.00	2,400.00
Concrete Curbs	40 cu.yd.	100.00	4,000.00
*Concrete Island	18 cu.yd.	100.00	1,800.00
Roadway Seeding and Mulching	0.3 acre	2,000.00	600.00
			$65,309.50

Additional Items

Temporary Erosion Control (EW)	All Required		$ 500.00
*Shoulder Aggregate (EW)	All Required		1,270.75
SFO#1, Permanent Striping	All Required		500.00
SFO#3, Permanent Signing	All Required		800.00
			$ 3,070.75
	Subtotal		$68,380.25
	Engineering		6,837.75
	Total		$75,218.00

*Increase in quantities.

Type Code Y031
Traffic Signal (M.P. 0.44)

Traffic Signal Installation, Complete	All Required	$40,000.00
	Subtotal	$40,000.00
	Engineering (Signal Controller Testing)	500.00
	Engineering	3,500.00
	Total	$44,000.00

Length of Roadway - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 5,400.00	$ 4,860.00	$ 540.00
Channelization	75,218.00	67,696.00	7,522.00
Traffic Signal	44,000.00	39,600.00	4,400.00
Total	$124,618.00	$112,156.00	$12,462.00

Group 1 - 100%

Contract No. 8149

Prefix No.: 22-1055
P.E. Prefix: 22-1919

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-56(5)

STATE PROJECT NO.
North Pacific Blvd. at
Albany Ave. Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-3

COUNTY NAME
Linn

PROGRAM STAGE (Check)
☐ 1. ☐ 2)

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

STATE HWY ENG.
OCT 30 '75
REFER TO

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 29, 1975

FEDERAL ROUTE NUMBER
Primary Route 3

STATE ROUTE NUMBER
Albany-Junction City Highway Route #58

GENERAL LOCATION:
Albany

GENERAL DESCRIPTION OF WORK:
Minor Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Minor Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of April 26, 1974 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's October 20, 1975 letter I approve the minor program change extending the limits of the channelization southwesterly a distance of 1,070 feet and authorize you to proceed with the necessary work under the existing contract at a total estimated cost of $10,358 - federal funds $9,322.

DATE
10-29-75

SIGNATURE OF APPROVING OFFICIAL
CR Burghardt for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Salem, Oregon

July 16, 1975

John A. Bond
Construction Administration Engineer

C. G. Swenson
Specifications Engineer

N. Pacific Hwy. -Albany Ave. (Albany) Project
3/4"-0 Shoulder Aggregate
[illegible]

It was discovered that a small amount of shoulder aggregate was required after the specifications and proposal forms had been printed and this is the reason this material was not set up as a pay item.

At the pace we were contracting projects during the months of February, March, April, May and June, it became physically impossible for us to go back and pick up all last minute minor items such as this item. Therefore, they had to be handled in the most expeditious manner which in this case was extra work.

Please be assured that we are as aware as anyone of the fact that extra work items entail a considerable amount of work for resident engineers and we therefore avoid this method of payment for construction items whenever possible.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 16 1975
ROAD
DESIGN
SECTION

Request Reply
Requires Approval
Received Keep
Do not File
Return To
Bring Up
Other

CGS:fw

22-1055

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon
June 26, 1975

To: C. O. Fredrickson,
Region II Engineer

SUBJECT: Extra Work Order No. 1
N. Pacific Blvd. - Albany Ave.
(Albany)
Albany - Junction City Hwy.
Linn County
Contract No. 8149

Transmitted herewith for approval is E.W.O. No. 1 to provide for furnishing and placing approximately 70 tons of ¾" - 0 shoulder aggregate on subject project.

This is described as "Extra Work" on the drawings, and it's true. It is extra work. Why couldn't it have been a bid item? Are we going to net some fiscal advantage here? Not if they figure my time, the office-man's time, your time, Jerry's time, John Bond's time, ad infinitum.

Snidle – Can you comment? J. Bond

The estimated amount of $ 600.00 is $ 500.00 more than allowed for as an anticipated item. The $ 100.00 figure is probably a transposition. You will note that signal controller testing is shown as a $ 5,000.00 item.

The price of $ 8.25 per ton placed was considered reasonable by Cost Analysis Unit. The price for similar work ranges from $ 8.00 to $ 8.50 per ton.

cc: C. T. Keeney w original order and
[illegible]
[illegible]
R[illegible]

J. H. Martin
J. H. Martin,
Resident Engineer

J. Kimet
REGION II CONSTRUCTION ENGINEER

cc: file

Swanson –

RECEIVED
JUL 2 1975
CONSTRUCTION SECTION
Keeney
Bond
Jackman
Harward
Walker
Richards
Glenn
Berg

STATE CO

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8149

Order No. 3

on N. Pacific Blvd. - Albany Avenue (Albany) Date April 23, 1975

way Albany - Junction City F.A.P. No. UUS - 56(5)

ty Linn Prefix 22-1055 Account No. 276-03

ription of Work To Be Done: Permanent signing. Relocate existing signs and replace any material unsuitable for reuse.

APPROVED EFFECTIVE DATE 5-13-75
Contingent upon modification of project agreement if additional funds are required.
BY D. K. Hossner
D. K. Hossner
TITLE Dist. Engineer
DATE 5/20/75
FEDERAL HIGHWAY ADMINISTRATION

ation by Station Numbers: N. Pacific Blvd. at Albany Avenue.

mate of Quantities and Costs:

Labor	$ 500.00
Equipment	100.00
Materials	200.00
Total:	$ 800.00

xplanation: The contractor is neither properly equipped nor staffed to perform this work ontemplate [illegible] is concerned that he may damage the signs. The work is too small to arrant bringing in a signing subcontractor. The State has trained men and the equipent to perform this work.

INSTRUCTIONS

Submit a separate order for each piece or ind of state force work to be undertaken. se the account number applying to that work as indicated in the account numbers asigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 113,101.[illegible]

Present estimate of project cost, including $ 800.00 for work under this order $ 11[illegible]

Expected under-run ~~over-run~~ (amount) . . . . $ 4,700.00

Expected under-run ~~over-run~~ (per cent) . . . . . . 4.0 %

Space to right of this line is for use of Salem Office

Submitted by: Warren B. Richards
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

147

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-2-75	Form Approved; O.M.B. No. 04-R2089 STATE Oregon COUNTY Linn PROJECT NO. HHS-56(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (*Miles*)
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	9-9-74	0.0
CONSTRUCTION		
OTHER (*Specify*)	3-5-75	0.0

	FUNDS Pro Rata 90%
ESTIMATED TOTAL COST OF PROJECT $ 112,737	FEDERAL FUNDS $ 101,508

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(*Official name of Highway Agency*)

By Ed Hunter
Assistant State Highway Engineer
(*Title*)

By ______________________
(*Title*)

By ______________________
(*Title*)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________ (*Division Engineer*)
G. L. Green

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. HHS-56(5)

N. PACIFIC BLVD.-ALBANY AVE. (ALBANY) SECTION
ALBANY-JUNCTION CITY HIGHWAY IN LINN COUNTY

Salem, Oregon, April 9, 1975

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$ 5,400.00

Type Code Y008
Channelization (M.P. 0.44)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Temporary Signs	200 sq.ft.	4.00	300.00
Flagmen	80 hour	12.50	1,000.00
Removal of Structures and Obstructions	All Required		2,000.00
Embankment in Place	610 cu.yd.	4.50	2,745.00
Trench Excavation	80 cu.yd.	4.00	320.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,550 ton	9.00	22,950.00
Asphalt Cement in Mixture	165 ton	90.00	14,850.00
12-inch Culvert Pipe	50 lin.ft.	7.00	350.00
42-inch Culvert Pipe	20 lin.ft.	40.00	800.00
8-inch Sewer Pipe	70 lin.ft.	6.00	420.00
12-inch Sewer Pipe	70 lin.ft.	7.00	490.00
Concrete Inlets, Type G-1	6 only	300.00	1,800.00
Concrete Curbs	40 cu.yd.	100.00	4,000.00
Concrete Island	9 cu.yd.	100.00	900.00
Roadway Seeding and Mulching	0.3 acre	2,000.00	600.00
			$57,025.00

Additional Item

Temporary Erosion Control (EW)	All Required	$ 500.00
Shoulder Aggregate (E.W.)	All Required	100.00
		$ 600.00
	Subtotal	$57,625.00
	Engineering	5,762.00
	Total	$63,387.00

Type Code Y031
Traffic Signal (M.P. 0.44)

Traffic Signal Installation, Complete	All Required	$40,000.00
	Subtotal	$40,000.00
	Engineering (Signal Controller Testing)	500.00
	Engineering	3,500.00
	Total	$44,000.00

Length of Roadway - - - - - - 0.0 mile

Retained in Program Status

Permanent Signing (SF)	All Required	$ 1,000.00
Permanent Pavement Striping (SF)	All Required	500.00
	Subtotal	$ 1,500.00
	Engineering	150.00
	Total	$ 1,650.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 5,400.00	$ 4,860.00	$ 540.00
Channelization	63,387.00	57,048.00	6,339.00
Traffic Signal	44,000.00	39,600.00	4,400.00
Subtotal	$112,787.00	$101,508.00	$ 11,279.00
Retained in Program	1,650.00	1,485.00	165.00
Total	$114,437.00	$102,993.00	$ 11,444.00

Group 1-100%

Contract No. 8149

Prefix No.: 22-1055

P.E. Prefix: 22-1919

[illegible] TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

K

FROM: G. L. [illegible], DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. HHS-56(5)
	ITEM NO. HHS-3	STATE PROJECT NO. NORTH PACIFIC BLVD - AT ALBANY AVENUE SECTION
TO:		COUNTY NAME LINN
		PROGRAM STAGE (Check) ☐ 1 [illegible] ☐ 2

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

STATE HWY ENGR
MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED MARCH [illegible], 1975	DATE AUTHORIZATION EFFECTIVE MARCH 5, 1975	FEDERAL ROUTE NUMBER PRIMARY ROUTE 3
		STATE ROUTE NUMBER ALBANY-JUNCTION CITY HIGHWAY ROUTE 58

GENERAL LOCATION:

ALBANY, OREGON

GENERAL DESCRIPTION OF WORK:

INSTALLATION OF TRAFFIC SIGNALS INCLUDING MINOR GRADING AND PAVING.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)
TEMPORARY EROSION CONTROL

☐ ACQUISITION OF RIGHT-OF-WAY

☑ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

SUBJECT TO CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE AND AS SHOWN IN YOUR ESTIMATE.

THE [illegible] MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 24 1975
OFFICE OF
[illegible]

3-24-75
ORIGINAL TO
L.W. Rulien
Wyatt.

DATE [illegible]	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

Budget Bureau No. 41-R2068; Approval Expi

U.S. DEPARTMENT
BUREAU O

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65 SR 99E at Albany Ave. (Albany)	ADT	4,500 15,000	FUTURE (66) (70) 8,000 25,000	YEAR (71) (72) 94	REGION (74) (75) 10

STATE NAME	Oregon
STATE CODE (2) (3)	41

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62 P.E., Traf. Signals & Channelization	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23 HHS-	NUMBER-AGR. NO. 7 13 56(5)	PO

CARD 4	CLASS OF FEDERAL FUNDS [1] (Section 209) High-Hazard Locations	COUNTY NAME Linn
	NAME OF URBAN AREA 17-31 Albany	F.A. SYSTEM Primary

RTE NO. P	FEDERAL AID 3	STATE (32) (36) 58	U (37)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTE PROPOSED
1	(1 of 8)	10	41	42	43 - 46	52					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	0.0 0.0	1,200 40,000	1,080 36,000	120 4,000	P.E. all phase 5-phase actuat signal.
										PROJECT TOTAL	0.0	41,200	37,080	4,120	
5					PE ROW CONST		REQUESTED REVISION Stage 2	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	0.0 0.0	5,000 (16) 128,000 (23)	4,500 (24) 115,200 (33)	500 12,800	P.E. all phas Inst. 5-phase traffic signa channelizatio.
										PROJECT TOTAL	0.0	133,000	119,700	13,300	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" construct channelizatio sisting of grade, drain & H.T. pave. To change the "Project Cost" to conform with the proposed work & cost estimate & required additional preliminary engineering.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
April 26, 1974

OTHER:
September 9, 1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 28, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) SR 99E at Albany Ave. (Albany)	ADT	4,500 15,000	FUTURE - 8,000 25,000	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41 · APPN. CODE 142 · ITEM NO. 3

...OSED WORK (35 spaces): ...gnals & Channelization

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. · SUPV AGCY · DA CLASSIF. · DA AREA · EMERG. YR. · PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) HHS- · NUMBER-AGR. NO. 56(5)

I PROJECTS ONLY: POST MI. · DESIG.

COUNTY NAME: Linn · CODE 043

...UNDS [1]: (Section 209) High-Hazard Locations

RTE NO.: P · FEDERAL AID: 3 · STATE: 58 · U.S.: --

F.A. SYSTEM: Primary

Albany

...ORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
E ROW CONST		ITEM AS NOW PROGRAMED Stage 2	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	0.0 0.0	1,200 40,000	1,080 36,000	120 4,000	P.E. all phases; Inst. 5-phase actuated traffic signal.
					PROJECT TOTAL	0.0	41,200	37,080	4,120	
PE ROW CONST		REQUESTED REVISION Stage 2	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	0.0 0.0	5,000 128,000	4,500 115,200	500 12,800	P.E. all phases: Inst. 5-phase actuated traffic signal & construct channelization.
					PROJECT TOTAL	0.0	133,000	119,700	13,300	

...7 has been submitted Yes ☐
...ys. CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To include in the "Character of Proposed Work" construct channelization consisting of grade, drain & H.T. pave. To change the "Project Cost" to conform with the latest proposed work & cost estimate & required additional preliminary engineering.

...into two or more projects. Prepare a form PR-1 for all ...lting from such action.

...VAL:
...74
1974

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 28, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
~~STATE HIGHWAY ENGINEER~~ Project Management Engineer	TITLE	TITLE

...fer from one class of project to another, or covers joint financing, show both classes of funds involved.

...IS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48803-P61

1447

K

City of Albany
City Hall
Albany, Or. 97321

January 27, 1975

Attention: Ernest [illegible] sham
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. ____

Gentlemen:

[illegible] traffic signal at the intersection of the Albany-Junction City [illegible] and Albany [illegible].

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. [illegible] Head
COMMISSION SERVICES

fkn

Att.

cc L. [illegible] George
(agree. att.

1-49

1-

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 23, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Traffic Signal Installation
City of Albany

We have prepared an agreement, which has been signed by the City of Albany, covering the installation of a traffic signal at the intersection of the Albany-Junction City Highway and Albany Avenue. The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The State will pay for the total cost of the project which is estimated at $48,000. The project is to be charged to Federal Title II funds. After completion of the project, the State will maintain the signal and the City will be responsible for all power consumed.

Your approval of the agreement and authorization for me to sign the agreement is recommended. This matter will be on the agenda at the January 22 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. O. Fredrickson
Jack Graham
Gary Sund

RDT:rj dpy

PREFIX: 22-1919

LOCATION PROSPECTUS

PACIFIC BOULEVARD AT ALBANY AVENUE (ALBANY)SECTION
ALBANY-JUNCTION CITY HIGHWAY
LINN COUNTY

HIGHWAY: Albany-Junction City. State No. 58; Federal-aid No. 3.

TERMINI: MP 0.44.

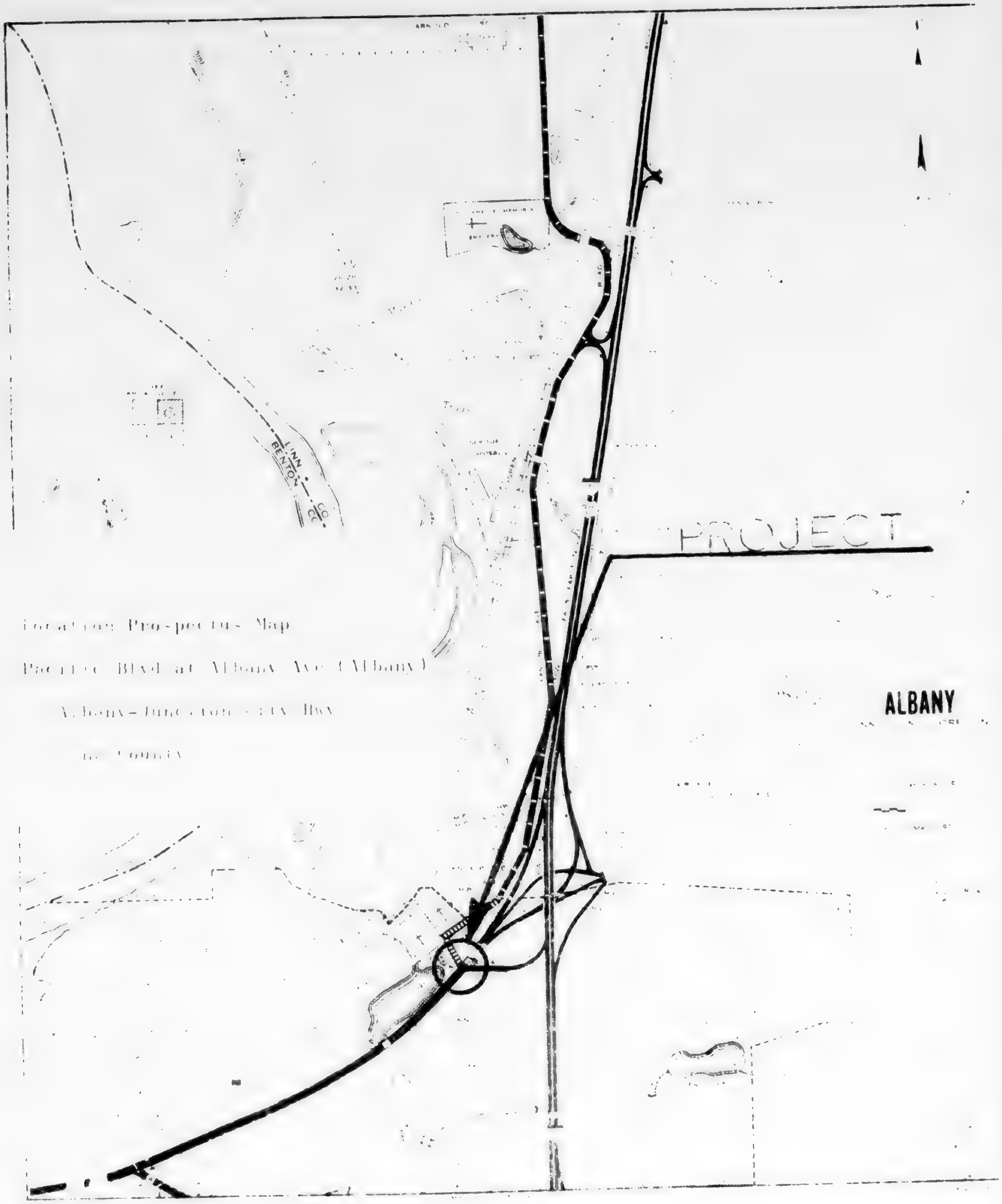
PROGRAM: Title II, Section 209.

NARRATIVE: Prepare plans, specifications and estimates for realignment and traffic signal installation of Albany Avenue at Pacific Boulevard. The present alignments of Albany Avenue (either side of Pacific Boulevard) are angle approaches. This will be realigned to facilitate signalization. Extensive shopping center development is under way in the southeast quadrant of the intersection. The city of Albany believes the increased traffic load will require additional improvements to Albany Avenue. This survey will consider their proposals and allow for future extension without reconstruction where possible.

Attachment
October 15, 1974

cc: Federal Highway Administration (3)
C.O. Fredrickson (6)
A.E. Johnson
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
L.W. Rulien
J.H. Versteeg
V.D. Wolfe
J.M. Cartwright (3)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
Gary Potter (4)
A.D. Olson
R.E. Olson
J.A. Rowland
R.E. Royer
F.E. Terpin
C.G. Swenson
F.W. Yarbrough (3)

21 '74
REFER TO
FOR



Location Prospectus Map

Pacific Blvd at Albany Ave (Albany)

Albany-Junction City Hwy

Linn County

149

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. HHS-56(5)

STATE PROJECT NO. N. PACIFIC BLVD. AT ALBANY AVE. SECTION

COUNTY NAME LINN

PROGRAM NO.

ITEM NO. HHS-3

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
'74
REFER TO
FOR

✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE SEPTEMBER 9, 1974

FEDERAL ROUTE NUMBER PRIMARY ROUTE 3

STATE ROUTE NUMBER PRIMARY ROUTE 58

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
E. S. HUNTER

RECEIVED
1974
OFFICE OF
STATE HIGHWAY ENGINEER

ORIGINAL TO
L. W. Rulien
9-11-74

DATE 9-9-74

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Engineer

STOCKS OF FORM PR-1240 (REV.

Budget Bureau No. 41-R2068; Approval Expires

U.S. DEPARTMENT O
BUREAU OF P

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2
REPORT NUMBER
PROJECT LOCATION (45 typewriter spaces): S.R. 99E at Albany Ave. Urban
ADT 4,500 15,000
FUTURE 8,000 25,000
YEAR 94
REGION 10
STATE NAME: egon
STATE CODE: 41

CARD 3
CHARACTER OF PROPOSED WORK (35 spaces): P.E., Traffic Signals
NATL. FOREST
NUMBER-AGR. NO.: 56(5)

CARD
CLASS OF FEDERAL FUNDS [1]: Section [illegible]
NAME OF URBAN AREA: Albany

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK TYPE	STEP	STATUS								
5				PE ROW CONST Stage 2		ITEM AS NOW PROGRAMED	[illegible]	[illegible]	[illegible] Albany Ave. [illegible] "N. Pacific Blvd. at Albany Ave. Sec."					
									PROJECT TOTAL		40,000			
5				PE ROW CONST Stage 2		REQUESTED REVISION	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	[illegible] [illegible]	1,200 40,000	[illegible]	[illegible]	P.E. all phases; 5-phase actuated signal.
									PROJECT TOTAL					

CARD 1 A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐
PROJECT WITHDRAWN YES ☐
1 COLUMN 14 ——→ CODE 11 CODE 2

REASON FOR CHANGE: To [illegible] preliminary [illegible] necessary for PE [illegible] estimated cost of th[illegible] increase the total [illegible] other to obtain [illegible] to proceed with all phases [illegible] involved.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: April 26, 1974

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE August 29, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOM

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	4,500 15,000	FUTURE 8,000 25,000	YEAR 94	REGION 10	STATE NAME egon	STATE CODE 41	APPN. CODE 142	ITEM NO 3
S.R. 99E at Albany Ave. (Alban									

21

OSED WORK (35 spaces)

Signals

NDS

(Section 204) [illegible] Locations

Albany

TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER						
E ROW CONST Stage 2		ITEM AS NOW PROGRAMED	3	[illegible]	S.R. 99E [illegible] City Hwy. [illegible] Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	[illegible] 3.0	40,000 40,000	[illegible]	[illegible]	
					PROJECT TOTAL					
E ROW CONST Stage 2		REQUESTED REVISION	3	HHS-56(5)	S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany) "N. Pacific Blvd. at Albany Ave. Sec."	0.0 0.0	1,200 40,000	1,200 36,[illegible]	[illegible] [illegible]	P.E. [illegible] phases. Inst. 5-phase actuated traffic signal.
					PROJECT TOTAL	0.0	41,200	[illegible]	[illegible]	

has been submitted Yes ☐ CODE 11 | PROJECT WITHDRAWN YES ☐ CODE 2

into two or more projects. Prepare a form PR-1 for all
lting from such action.

REASON FOR CHANGE To include in the character of [illegible] necessary for PS & E preparation; to include in the [illegible] estimate [illegible] increase the total cost and federal funds for this additional [illegible] to proceed with all phases of P.E. involved.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
VAL: , 1974	DATE August 29, 1974	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

er from one class of project to another, or covers joint financing, show both classes of funds involved

IS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48003-P61

4-26-

TRANSACTION NUMBERS 5-4 THRU 5-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

PAGE 1 OF 2

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-74

BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1	HHS-201(4)	0.0	40,000	36,000	N. E. KILLINGSWORTH AT N.E. COLUMBIA SECTION. MULTNOMAH COUNTY STATE OF OREGON.	INSTALL 2-PHASE ACTUATED SIGNALS.
2	HHS-318(13)	0.0	7,000	6,300	SUNSET HIGHWAY AT TUALATIN VALLEY HIGHWAY. MULTNOMAH COUNTY STATEOF OREGON	REVISE WESTBOUND EXIT SIGNING.
3	HHS-56(5)	0.0	40,000	36,000	NORTH PACIFIC BLVD. AT ALBANY AVENUE SECTION LINN COUNTY - STATE OF OREGON	INSTALL 5-PHASE ACTUATED SIGNALS.

REMARKS (Division)

I CONCUR IN THE NEGATIVE DECLARATIONS AS STATED ON THE BACK OF EACH PR-1, FOR THE SUBJECT PROJECTS.

I FURTHER CONCUR THAT PROCEDURES SET FORTH IN VOL. 6, CHAPTER 8, SECTION 2, SUBSECTION 5, PARAGRAPH 5D OF THE FEDERAL HIGHWAY MANUAL APPLY TO THE SUBJECT PROJECTS.

YOU ARE AUTHORIZED TO PROCEED WITH UTILITY PREPARATORY WORK WHEREVER PROGRAMED.

5-2-74
original to L.W. Rulien

STATE HWY
APR 30

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-26-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

PAGE 2 OF 2

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-26-74
BY (Signature): L. W. RULIEN'S APRIL 18, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS HIGH HAZARD SAFETY SECTION 209

STAGE 1* ITEM NOS. ____ THRU ____
STAGE 2 ITEM NOS. 1 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
4	HHS-309(8)	0.0	9,000	8,100	WARM SPRINGS HIGHWAY AT SIMNASHO ROAD. WASCO COUNTY-STATE OF OREGON	CHANNELIZATION CONSISTING OF NECESSARY WIDENING, PAVEMENT MARKING, AND SIGNING TO PROVIDE LEFT TURN REFUGE.
5	HHS-31-001(1)	0.36	30,000	27,000	CATHERINE CREEK SECTION UNION COUNTY-STATE OF OREGON	CURVE REALIGNMENT, GRADE, DRAIN AND HIGH TYPE PAVEMENT.

R

April 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. [illegible]
Project [illegible] Engineer

SUBJECT Proposed [illegible]
Non-Hazard Location [illegible]

We are submitting [illegible] for [illegible] Location [illegible]. [illegible] Non-Hazard Locat[illegible] [illegible] 17 [illegible].

We hereby request your [illegible] changes [illegible] concurrence [illegible] following:

1. [illegible] and [illegible] will [illegible] notifications of public [illegible] [illegible] projects are [illegible] Clearinghouse [illegible] 4 and [illegible].

2. That the requirement of [illegible] Planning is not applicable to [illegible] of land use or traffic [illegible] not cause any [illegible].

3. The Negative Environmental Declaration as set forth on the back of each of the PR-1 forms.

4. That the requirements of PPM 20-8 (Vol. 7, Chap. 7, Sec. 5) as to public hearing, location and design approval and notification of same is not applicable if 1, 2 and 3 preceding are approved or concurred in.

Enclosed are narrative and accident data for each project, prepared by our Traffic Section.

Enc.

JG:js

HHS-56(5)

PROPOSED SAFETY PROJECTS
1973 Highway Safety Act
Section 209

Hwy. 58 M.P. 0.44
Pacific Blvd. @ Albany Ave.

It is recommended that a five-phase actuated traffic signal be installed on Hwy. 58 at Albany Avenue in Albany, Oregon.

At this intersection, the Albany-Junction City Highway is four lanes with left-turn refuges. The posted speed is 45 MPH. Albany Avenue is a two-lane two-way city street and is stopped. There is a large amount of truck traffic from nearby industry. The 1972 ADT for Hwy. 58 was 13,700 and for Albany Avenue from the north was 4,100 vehicles.

During the period from January 1, 1968 to December 31, 1973, there were 43 reported accidents. There were no fatalities but 40 persons were injured. Since January 1, 1971, there have been 15 reported accidents of the type preventable by a traffic signal.

Seventy percent of the standard warrants are met for three separate warrant conditions. This signal is number two on the statewide signal priority list. It is expected that turning and angle accidents will be reduced.

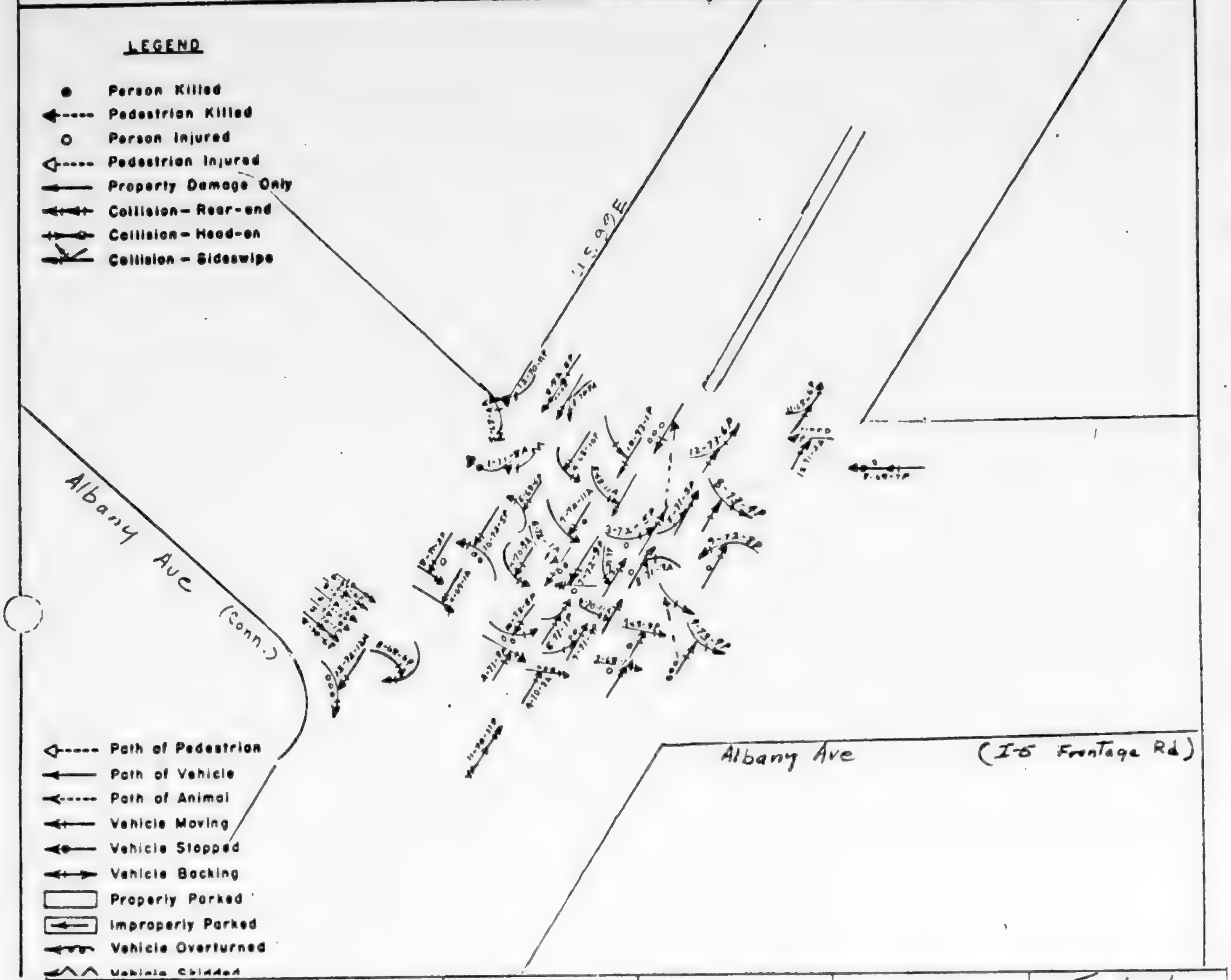
Estimated Cost: $40,000

FORM PR-1
(REV. 4-61)

HHS-56(5)

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Albany County Linn
Intersection of Pacific Blvd. and Albany Ave
Highway Number 58 (U.S.99E) M.P. 0.44
Period Covered 1-1-68 12-31-73
Compiled by [illegible] Drawn by ______ Date 3-6-74



Collision Type	1968 - 8 Mos. 1969				1970 - 1971				1972				1973				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	1	3		3	2	5		1		1						6	3	9
Head-on																				
Rear-end		1	2	3			4	4		1		1						2	6	8
Sideswipe							1	1											1	1
Turning Movement			5	5		2	5	7		7		7		1	3	4		10	13	23
Parking																				
Non-collision																				
Fixed Object			1	1			1	1											2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	9	12		5	13	18		9		9		1	3	4		18	25	43

Form E-260 — 2M — 11-45 5/70

FORM PR-1 Rev 4-61

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-18-74

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 S.R. 99E at Albany Ave. (Albany)	**ADT**	PRESENT 4,500* 15,000**	FUTURE (66) (70) 8,000 25,000	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Traffic Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 23 HHS- NUMBER 7 56 SEQ. (5)

COUNTY NAME Linn CODE 043 (14) (16)

CARD 4	CLASS OF FEDERAL FUNDS	(Section 209) High-hazard Locations
	NAME OF URBAN AREA 17-31	Albany

ROUTE NO. P FEDERAL-AID 3 (32) STATE 58 (36) (37) U.S. -- (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany)					
5					**ROW**							
5					**CONST** (CODE) (Safety) Y031		"N. Pacific Blvd. at Albany Ave. Sec."	0.0	40,000	36,000	4,000	
							PROJECT TOTALS	0.0	40,000 (16) (23)	36,000 (24) (33)	4,000	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item No. I-113; Pr
I-

In
at

R(
Acc
Pa
no

* Albany Ave.
** S.R. 99E (N. Pacific Blvd.)

-over-

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-18-74

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S.R. 99E at Albany Ave. (Albany) 21 65	ADT	4,500* 15,000** (66)	8,000 25,000 (70)	(71) 94 (72)	10	Oregon	41 (2) (3)	142 (4) (9)	3 (14) (18)

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
affic Signals 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (78)	HHS- 14 23	56 7 13	(5) (24) (26)	27

FUNDS	(Section 209) High-hazard Locations	COUNTY NAME Linn	CODE 043 (14) (16)
EA	Albany	ROUTE NO. P FEDERAL-AID 3 (32) STATE 58 (36) (37) U.S. -- (41)	PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 49	53		(54) (58)	(59) (66)	(67) (76)			
PE		S.R. 99E (Albany-Jct. City Hwy.) at Albany Ave. Intersection (Albany)						Inst. 5-phase actuated traffic signal
ROW								
CONST (CODE) (Safety) Y031		"N. Pacific Blvd. at Albany Ave. Sec."	0.0	40,000	36,000	4,000		ROW - 160' normal; Access control -none; Parking restrictions-none.
RED BY	PROJECT TOTALS		0.0	40,000 (16) (23)	36,000 (24) (33)	4,000		

RAM APPROVAL DATES

REMARKS
Additional Data: Item No. I-113; Project No. I-5-4(22)228

* Albany Ave.
** S.R. 99E (N. Pacific Blvd.)

-over-

USCOMM DUSCOMM-DC 48905-P61

N. PACIFIC BLVD. AT ALBANY AVE. SECTION
PROJECT NO. HHS-56(5)

Existing Facility:

N. Pacific Blvd. (S.R. 99E) --- 4 lanes bituminous surface with left turn refuges.

Albany Ave. --- 2 lanes 2-way bituminous surface city street with stop at intersection.

Project Data: Install 5-phase actuated traffic control signals.

Right-of-Way: No additional required.

Clearinghouse Requirements of IM 50-1-70: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review and comments under working agreements dated April 28, 1970 and August 7, 1970, respectively.

3C Planning Requirement (PPM 50-9), PPM 20-8 Requirements: Waiver being requested under "timesaving procedures" set forth in paragraph 5d, Vol. 6, Chap. 8, Sec. 2, Subsec. 5 of the Federal-aid Highway Program manual.

Requirements of PPM 90-1:

Negative Environmental Declaration: The purpose of the project is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern that traffic hazards associated with accidents and injury to the highway user are eliminated or minimized in their effect.

This "spot" safety project will be within the existing highway right-of-way, so it will not preempt land uses in private control.

Adequate signing will protect the motorist while the work is in progress.

The installation of a 5-phase actuated traffic control signal at the intersection of N. Pacific Blvd. (S.R. 99E) and Albany Ave. represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control at this location. For, controlling the flow of traffic in this manner will reduce substantially the number of accidents of the type preventable by traffic control signals.

It is the conclusion of the Oregon State Highway Division sta
that this project does not constitute a "major action" as defined
PPM 90-1, appendix F, nor does it have the potential to significa
affect the quality of social or natural environment.

System Action, Airports, Water Development, Railroads, Recreation
Historical Areas: None involved. NOTE: Albany Municipal Airpor
easterly within one half mile of the project. The runways are or
such that the proposed work will not cause any conflict.

NOTE: (1) This project is being programmed as a "Safety Project"
it is the opinion of the State Highway Division that the intersect
a potential and actual accident hazard of such magnitude to quali
provisions of PPM 21-16 (Vol. 6, Chap. 8, Sec. 2, Subsec. 1), base
the fact that the intersection has experienced a high number of a
The proposed signal work, by controlling the flow of traffic, wil
substantially the number of accidents occurring at the intersectio
(2) This project is in Congressional District No. 2.

N. PACIFIC BLVD. AT ALBANY AVE. SECTION
PROJECT NO. HHS-56(5)

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ntially the number of accidents of the type preventable by
control signals.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved. NOTE: Albany Municipal Airport lies easterly within one half mile of the project. The runways are oriented such that the proposed work will not cause any conflict.

NOTE: (1) This project is being programmed as a "Safety Project" because it is the opinion of the State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify und provisions of PPM 21-16 (Vol. 6, Chap. 8, Sec. 2, Subsec. 1), based on the fact that the intersection has experienced a high number of accidents. The proposed signal work, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at the intersection. (2) This project is in Congressional District No. 2.

x14!

K

April 1, 1971

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Mr. Michael J. Corso
Traffic Engineer
City of Albany
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Corso:

We have received your letter of March 15 regarding the proposed traffic signal at Albany Avenue on ORE 99E. This project has been placed on the list of those proposed for Section 209 funding. If it is approved, we will contact you for the formal agreements.

Very truly yours,

L. E. George
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

GE:ds: ajw

City of Albany

March 15, 1974

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Building
Salem, OR 97310

Dear Mr. Schroeder:

SUBJECT: Signal at Pacific Blvd. and Albany Avenue

In reference to your letter dated February 26, 1974, regarding cost participation of this signal, I am asking that this signal be funded under the 1973 Highway Act under Section 209.

This intersection is a high hazard location even without the potentially heavy traffic demands that will be imposed on it by the new K-Mart Store.

I would appreciate you looking into the matter at your earliest convenience. Thank you.

Sincerely,

Michael J. Corso

Michael J. Corso
Traffic Engineer

kr

NOTED
R. L. SCHROEDER

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

po box 490 albany oregon 97321

8147

K

February 26, 1974

Mr. Harold A. Leedom
Public Works Director
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Leedom:

In your February 7 letter you requested information concerning the Highway Division's position regarding the possible installation of a traffic signal at Albany Avenue and Pacific Boulevard, and also the possibility of cost sharing on such an installation.

The circumstances involved with the intersection of Albany Avenue and Pacific Boulevard are almost identical to those previously involved at US20 and Waverly Drive when the Fred Meyer development occurred. Warrants at the Albany Avenue intersection are currently met for the installation of traffic signals. However, the development of the K-Mart Store Shopping Center will force the installation sooner than anticipated.

The State is willing to participate in the eventual cost of the signal installation in the amount of one-third of the total cost. The remaining two-thirds of the cost would be the responsibility of the City and the developer on whatever basis might be desirable to you.

The Highway Division cannot finance the installation of a signal at this location until sometime after the fiscal year beginning July 1, 1974. The total estimated cost of the project at this time is $40,000. Costs involved in traffic signal installations are increasing so rapidly this estimate will probably have to be revised by the time the project is contracted.

In the interim period, it is suggested that representatives of your office and our Traffic Engineering Section work together on the design of the signal in order that plans may be prepared and stockpiled for use when financing is available.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

LEG:kw: ajw

City of Albany

February 7, 1974

L. E. George
Traffic Engineer
Oregon State Highway Building
2960 E. State Street
Salem, OR 97310

Dear Bud,

At the November 14, 1973, Albany City Council meeting, the Council approved paying 10% of the signal installation cost at Albany Avenue and Pacific Boulevard. K-Mart Store is to pay the remainder of the local share.

The question now is - what is the status of the signal installation at this time? I understand that it is high on the State's priorities. Is this still the case? I feel that the signal is required, especially with the anticipated increased traffic conjestion and volumes generated by K-Mart.

Therefore, this is to request that the State continue investigation and design of the signalization and present the City with estimated costs.

Also, we are anticipating improvement of Albany Avenue easterly from Pacific Boulevard to City Standards. As soon as we have preliminary plans ready, copies will be sent to you for your inspection and comment. Our main concern is the design at the intersection.

If you have any questions, please contact me at anytime. Also, any information you have at this time will be appreciated.

Enclosed is a copy of the November 14, 1973, Council meeting minutes regarding the signalization discussion.

Very truly yours,

Harold A. Leedom
Public Works Director

HAL:dj

cc: Kresge Stores

RECEIVED
FEB 11 1974
TRAFFIC ENGINEERING

po box 490 albany.oregon 97321

APPROVING FINAL ASSESSMENTS ON IMPROVEMENT PROJECTS

The ordinance was read entitled, "AN ORDINANCE TO DETERMINE THE ASSESSMENTS AGAINST THE PROPERTIES SPECIFICALLY BENEFITTED BY STREET PROJECT IMPROVEMENTS ST-73-12, WASHINGTON - QUEEN TO 22ND AND 20TH - FERRY TO WASHINGTON; ST-73-16, CASE ADDITION AND ERMINE STREET: ST-73-23, JEFFERSON STREET - 24TH TO 25TH; AND ST-73-29, 14TH - WEST OF WAVERLY AND DECLARING AN EMERGENCY." Mr. Hayne moved the ordinance be read a second time by title only and Mr. Hubert seconded the motion. Upon the question the ordinance was adopted unanimously and designated as Ordinance No. 3747.

K-MART VARIANCE REQUEST

Most of the details regarding the building, drainage sewers, and street improvements have been worked out with K-Mart. Two items remained to be settled. The first is the question of whether or not K-Mart should construct sidewalks along the new street curb. The second involves the financing of the traffic signal needed at Pacific Blvd. and Albany Avenue. The signal is estimated to cost $36,000. The Highway Division is willing to pay 1/3 of the cost and has requested that the other 2/3 rd's come from "local" funds. Mr. Lowell O'Conner spoke on behalf of K-Mart. He said his company had negotiated with the State Highway Department to do the street, curb and gutters, and to put the signal in. "We understood the 1/3 share (the company's) was to be about $6,000. I now understand that it is to cost $36,000." "The sidewalks did not come into the picture until we needed a building permit. " Mr. O'Conner said he did not feel the sidewalks would really be necessary. Mr. O'Conner said he did not see the fairness of his company having to pay the remaining 2/3 rd's of the cost. He said, "I am willing to go $12,000 (1/3) if the cost is $36,000. Mr. Leedom said the $36,000 figure was based on the cost of the signal at Santiam and Waverly which is being installed shortly. Mr. Jones asked if staff anticipated people in the park across the street coming to K-Mart and therefore needing sidewalks. Mr. Leedom said the request for sidewalks was based on previous cases such as IGA and Fred Meyer. "This was not the consideration we used, however," Mr. Leedom said. Mr. Hayes asked, "Do you think the signal is needed now?" Mr. O'Conner said, "I think we could get by, but I would rather it be resolved now." Mr. Hayes said he could not justify the City having to pay when the store would generate the most traffic. Mr. Hayes asked if Mr. O'Conner had a site plan with him. He did and Council reviewed this. Mr. Rice said Mr. O'Conner was quoted a 1/3 payment by the Highway Department because the State was working on the Fred Meyer precedent. It is really the policy that the company pay 100% of the signalization cost. The Mayor suggested a 1/3 share for the company, city and highway department. Mr. Hayes asked where the City would come up with $12,000 for its share. Mayor Davis said he didn't know. He suggested perhaps next year's budget because the signal would not be ready until then anyway. Mr. Jones then moved that the City pay 10% of the signalization cost and the balance to be left up to the developer and the State and further that the City not require any sidewalks. Mr. Hayes seconded the motion. The motion carried unanimously.

DESIGNATION OF R.O.W. AGENT

This matter was held over until the next regular meeting.

8150 Upper Salt Cr-Dolph Corner 1975
Sec Willamina-Salem Hwy.
4.2 mi paving

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Polk
Project Number RF-325(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 289,461	$ 239,461
Other revisions	$ 226,329	$ 243,357

This modification is made for the following reasons:

To increase federal aid Pro Rata to 85.8% (Clause "B") which results in a decrease in previous 100% funding under PL 94-30 to a net of $41,104

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of October, 19 76

OREGON STATE HIGHWAY DIVISI
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-325(8)

Upper Salt Creek Road-Dolph Corner Section

Willamina-Salem Hwy. In Polk County

Revised Project Agreement Estimate.
Type Code 6201
Roadway (MP 7.6 to MP 11.8)

Total same as previous estimate of April 30, 1976 $289,461.00

Length of Project - - - - - - - - -	4.20 miles
Cost of Roadway per mile- - - - -	$68,919.28

*Federal Funds- - - - - - - - - - -	$248,357.00
State Funds- - - - - - - - - - - -	41,104.00
TOTAL	$289,461.00

Group 1 - 100%
Contract No. - 8150
Prefix - 27-1080

*Increase Federal Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5157	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Polk
MODIFICATION NUMBER 2		Project Number RF-325(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 289,461	$ 289,461
Federal funds	$ 226,329	$ 289,461
Other revisions		

This modification is made for the following reasons:
"The Project Agreement executed April 15, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 63,132."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

GPO 898-313

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-78

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

orm Approved; O M B No. 04-R2089

State
Oregon

County
Polk

Project Number
RF-325(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, , 1975 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 284,538	$ 289,461
Federal funds	$ 222,480	$ 226,329
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of May , 1976

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By S Hunter

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR 2A
(Rev. 10 75)

Previous editions are obsolete

GPO 895-313

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Oregon State Highway Division
Salem, Oregon April 30, 1976

Federal-aid Project
No. RF-325(8)

UPPER SALT CREEK ROAD - DOLPH CORNER SECTION
WILLAMINA -SALEM HIGHWAY
POLK COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 7.6 to M.P. 11.8)

Subtotal of previous estimate April 9, 1975		$250,695.00
Permanent Pavement Striping (SFO # 2)	All Required	1,010.73
	Subtotal	$251,705.73
	Engineering (15%)	37,755.27
	Total	$289,461.00

Length of Project - - - - - - - - 4.20 miles
Cost of Roadway Per Mile $68,919.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$289,461.00	$226,329.00	$63,132.00

Group 1 - 100%

Contract No. 8150

Prefix: 27-1080

12

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

7-15-75

STATE: Oregon
COUNTY: Polk
PROJECT NO.: RF-325(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22, 4.3 mi. N.W. of Jct. SR 99W, N.W. 4.2 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-5-75	4.20
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 284,538	$ 222,480

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations or other commercial establishments for serving motor vehicle users to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. RF-325(8)

UPPER SALT CREEK ROAD-DOLPH CORNER SECTION

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

Salem, Oregon, April 9, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 7.6 to M.P. 11.8)

Mobilization	All Required		$ 14,400.00
Temporary Protection and Direction of Traffic	All Required		3,500.00
Temporary Signs	220 sq.ft.	4.00	880.00
Flagmen	170 hour	13.00	2,210.00
Pilot Car	75 hour	15.00	1,125.00
General Excavation	2,000 cu.yd.	1.75	3,500.00
Watering	30 M-gal.	10.00	300.00
1" - 0 Aggregate Base	1,600 cu.yd.	6.00	9,600.00
Class "C" Asphalt Concrete Mixture in Base Course	1,400 ton	8.00	11,200.00
Class "C" Asphalt Concrete Mixture in Leveling	5,600 ton	7.00	39,200.00
Class "C" Modified Asphalt Concrete Mixture	8,500 ton	7.00	59,500.00
Asphalt Cement in Mixture	1,100 ton	80.00	88,000.00
Portland Cement Additive in Class "C" Modified Mixture	90 ton	50.00	4,500.00
Asphalt in Tack Coat	20 ton	125.00	2,500.00
18-inch Culvert Pipe	16 lin.ft.	30.00	480.00
Guardrail, Type 2A	325 lin.ft.	12.00	3,900.00
Guardrail, Type 3	100 lin.ft.	25.00	2,500.00
Guardrail Anchors, Type 1	3 only	400.00	1,200.00
Rail End Pieces, Type B	1 only	150.00	150.00
Rail End Pieces, Type C	3 only	150.00	450.00
Extra for Asphalt Approaches	10 only	100.00	1,000.00
			$250,095.00

Anticipated Item

Temporary Erosion Control	All Required	$ 100.00
Remove and Replace Fence (E.W.)	All Required	500.00
		$ 600.00
	Subtotal	$250,695.00
	Engineering	33,843.00
	Total	$284,538.00

Length of Project - - - - - - 4.200 miles
Cost of Roadway Per Mile- - - $67,747.14

Work Retained in Program Status

Permanent Signing, (S.F.)	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	All Required	1,200.00
	Subtotal	$ 1,700.00
	Engineering	229.00
	Total	$ 1,929.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$284,538.00	$222,480.00	$62,058.00
Retained in Program	1,929.00	1,508.00	421.00
Totals	$286,467.00	$223,988.00	$62,479.00

Group 1 - 100%

Contract No. 8150

Prefix No.: 27-1080

UPPER SALT CREEK RD.-DOLPH CORNER SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 100.00

August 5, 1976

Brand, Lee, Ferris & Embick
Attorneys at Law
821 Saginaw St. S.
Salem, OR 97302

[illegible]
8-5-76

Attention: Mrs. Marion B. Embick

Gentlemen:

Thank you for your letter of August 2, 1976, advising us that the Corvallis Sand & Gravel Account, Highway Contract Nos. 8229 and 8150 have been paid in full by the contractor, McNesby & Aubry, Inc.

Our records indicate that this is in reference to the following contracts:

> Contract No. 8229 - N.W. Elks Drive-N.W. Conifer Blvd. (Corvallis) Section in Benton County. Kaiser Aluminum & Chemical Corporation claim in the amount of $1,668.60.
>
> Contract No. 8150 - Upper Salt Creek Road-Dolph Corner Section in Polk County. Kaiser Aluminum & Chemical Corporation claim in the amount of $262.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Hend
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

[redacted]

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
821 SAGINAW STREET S.
SALEM, OREGON 97302

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

(503) 588.1500

2 August 1976

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Corvallis Sand & Gravel
Account, Highway Contract
Nos. 8229 and 8150

Dear Mr. Head:

By means of this letter I am advising you office that this claim has been paid in full by the contractor, McNesby & Aubry, Inc.

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

Marion B. Embick

(MRS.) MARION B. EMBICK

MBE:dlj

cc: Mr. H. C. Law

RECEIVED
AUG [illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

5704

1859

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

FILED
JUL 2 1976
CLAY MYERS
SECRETARY OF STATE

July 1, 1976

99
7-16-76

Mrs. Marion B. Embick
Brand, Lee, Ferris & Embick
Attorneys at Law
821 Saginaw Street S.
Salem, OR 97302

Dear Mrs. Embick:

This is to acknowledge receipt of your letter of June 23, 1976, on behalf of Kaiser Aluminum & Chemical Corporation, stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes them for aluminum culvert pipe and accessories in the amount of $262.

This appears to be in connection with the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. Contract No. 8150, Upper Salt Creek Rd.-Dolph Corner Section in Polk County.

The United Pacific Insurance Company, through Bates and Bates, Inc., furnished the bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

✓ bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

BRAND, LEE, FERRIS & EMBICK
ATTORNEYS AT LAW
821 SAGINAW STREET S.
SALEM, OREGON 97302

THOMAS B. BRAND
RICHARD D. LEE
EVELYN SCOTT FERRIS
MARION B. EMBICK

(503) 588.1500

23 June 1976

Mr. Cecil Mead, Director
Commission Services
State of Oregon Highway
Division
Room 121
State Highway Building
Salem, OR 97310

Re: Notice of Claim by Supplier,
Highway Contract #[illegible]
Claimant: Kaiser Aluminum
& Chemical Corp.

Dear Mr. Mead:

I [illegible] tion to the Oregon Highway Division on behalf of Kaiser Aluminum & Chemical Corporation, a [illegible] Corporation, for the supplying of materials, to wit: Aluminum culvert pipe and accessories, in the sum of [illegible] against the performance bond taken from United Pacific Insurance Company, surety, and [illegible] Aubrey, Inc., principal, also the contractor on this highway contract.

The contract was for paving to be performed in Polk County, Oregon, on the Willamina-Salem Highway, Upper Salt Creek Road-[illegible] Corner Section.

I enclose original and a copy of this letter and request that you forward notice to the office of the Secretary of State.

Very truly yours,

BRAND, LEE, FERRIS & EMBICK

(Mrs.) MARION B. EMBICK

MBE:bk
Enc.
cc: Kaiser Aluminum &
Chemical Corp.
Mr. [illegible] Walton

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — [illegible]628

Cc: OSHD (H S Coulte ,
Wash DC (HHO 32)

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Polk	DIVISION Oregon
DATE OF REPORT 3/11/76	REPORT MADE BY R. Schimelfenyg, AAE		PROJECT NO RF-325(8)
COMPLETION DATE 8/4/75	ACCEPTANCE DATE BY CONTRACT AGENCY 9/23/75	TIME ELAPSED 97 %	CONTRACT TIME 100 CWD
APPROVED EXTENSIONS None	LOCATION See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAR 15 1976

UPPER SALT CREEK ROAD - DOLPH CORNER
WILLAMINA - SALEM HIGHWAY
Paving

Project recommended for acceptance in Final Inspection conducted by P. V. Riedl, Area Engineer, on 8/5/75. Overruns in "General Excavation" and "1 inch-0 Aggregate Base" due to unanticipated need for borrow and added base for left turn refuge. Total Contract cost came to $289,345.01--an overrun of 0.96 percent.

PR-47 and Materials Certification are attached to Division office copy of this report.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. Riedl P. V. Riedl		SIGNATURE Signed by G. K. Hossner	
TITLE Area Engineer	DATE 3/12/76	TITLE	DATE

pn

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8150

FORM APPROVED
OMB NO. [illegible]

U.S. DEPARTME[illegible] OF TRANSPORTATION - FEDERAL HIGHWAY A[illegible]TRATION

STATEMENT OF MATERIALS AND LABO[illegible] USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

ALL — To be completed by Washington Headquarters Personnel

PART A

STATE Oregon	Polk	FEDERAL [illegible] RF-325(8)	URBAN X
ITEM DESCRIPTION			DATE STARTED May 13, 1975
CONSTRUCTION TYPE CODES	6201		DATE COMPLETED August 4, 1975
20 FINAL CONSTRUCTION COST	260,215		TOTAL NO. BRIDGES 0
21 LENGTH OF PROJECT MILES	4.2		

REMARKS

PART B

30 LABOR	TOTAL MAN HOURS 3,323	GROSS EARNINGS 30,413
22 TOTAL COST OF ALL MATERIALS AND SUPPLIES	129,920	
9 PETROLEUM [illegible]	26,556	
1 CEMENT	5,484	
2 AGGREGATES [illegible]		
3 BITUMINOUS MATERIALS	5,848	
4 [illegible]		18 14
5 [illegible]		
7 [illegible]		
8 [illegible]		
10 [illegible]		
11 [illegible]	7	
12 [illegible]	14,730	
15 [illegible]	2,300	
16 [illegible]		
17 [illegible]	820	8 60
18 [illegible]	413	
19 [illegible]		
23 FINAL [illegible]		
24 FINAL [illegible]		

48

FORM PR-4[illegible]

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be [illegible] project involving Federal [illegible] the installation of [illegible] that are completed [illegible] Federal and Secondary [illegible] the Federal Highway [illegible]

Form PR-47 [illegible] Report [illegible]

A [illegible] data for [illegible] original [illegible] the "fast" copies, [illegible]

[illegible] All [illegible] to the nearest whole unit and only [illegible] should be reported to the nearest dolla[illegible]

Part A INFORMATION [illegible] WAY ADMINISTRATION [illegible] PPM 20 2, 20 6 1 and [illegible]

"Final Construction Cost [illegible]

"Length of Project [illegible]

Part B INFORMATION [illegible] IMMEDIATELY UPON COMP[illegible]

Specific Instructions for [illegible]

Item 1 [illegible]

Items 2 and 92 [illegible] purchased from [illegible] Do not [illegible] and 12 Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet (MFBM) [illegible]

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

October 2, 1975

Gentlemen:

On September 24, 1975, we wrote to you concerning release of final payment on Contract No. 8150 awarded to Corvallis Sand & Gravel Co. and McNeeby & Aubry, Inc. for work on the Upper Salt Creek Road-Dolph Corner Section of the Willamina-Salem Highway in Polk County.

Final payment on this contract is $12,488.09 and the total contract amount is $260,215.29 including $2,420.78 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Corvallis Sand & Gravel Co. and
McNeeby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Upper Salt Cr. Rd.- [illegible]
WEEK ENDING: [illegible]
SECTION PREFIX: 27-1080
HIGHWAY: [illegible] Salem
COUNTY: Polk
NAME OF JOB: Upper Sa [illegible]
KIND OF WORK: Paving
CONTRACTOR: Corvallis Sand & Gravel Co. & McNeese Paving
CONTRACT NUMBER: [illegible]
FEDERAL AID PROJECT NUMBER: HT-525 (c)
DATE OF CONTRACT: [illegible]
DATE WORK STARTED: 7/13/75
ESTIMATED COMPLETION DATE: [illegible]
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 6
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 100
CALENDAR DAYS USED: [illegible]
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: [illegible]
PROJECT AUTHORIZATION $ [illegible]
EXCLUSIVE OF ENGINEERING $ [illegible]
ENGINEERING AUTHORIZATION $ [illegible]
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: [illegible]
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]
ENGINEERING COST TO DATE $ [illegible]
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: [illegible]
ESTIMATED PERCENT: OVERRUN / UNDERRUN [illegible] %
PERCENT OF AUTHORIZATION [illegible] %
DATE PROJECT WAS COMPLETED: [illegible]

Semi-Final has been submitted.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	[illegible]	[illegible]	[illegible]	[illegible]			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					[illegible]
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					15500 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					14800 tons
AVERAGE DAILY QUANTITIES					14,000 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					One
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
AUG 25 1975
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	
MONDAY 18	Typing [illegible], [illegible], [illegible] semi-final
TUESDAY 19	No work. I am [illegible] some [illegible]
WEDNESDAY 20	[illegible] day. I [illegible]
THURSDAY 21	Semi-final [illegible]
FRIDAY	
SATURDAY	

REMARKS

[illegible]

SIGNED ____________ LOCATION ____________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

[illegible] DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT RF-325(6)
		STATE PROJECT NO. UPPER SALT CREEK ROAD - DOLPH CORNER SECTION
FROM: [illegible], DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME POLK
	ITEM NO. RF-38	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER PRIMARY ROUTE 47
MARCH 5, 1975	MARCH 5, 1975	STATE ROUTE NUMBER WILLAMINA-SALEM HIGHWAY ROUTE 30

GENERAL LOCATION:

APPROXIMATELY 5 MILES WEST OF RICKREALL, OREGON

GENERAL DESCRIPTION OF WORK:

CONSTRUCT PAVEMENT OVERLAY AND RELATED SAFETY IMPROVEMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

[illegible] CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED ABOVE [illegible] IN YOUR ESTIMATE.

THE STATE'S MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E [illegible] FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

[illegible] TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 21 1975
[illegible]

3-24-75
ORIGINAL TO
L.W. Rulien
W/att.

SIGNATURE OF APPROVING OFFICIAL	TITLE [illegible] DIVISION ENGINEER

TRANSACTION NUMBER 3-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 3-4-75
BY (Signature) MR. RULIEN'S FEBRUARY 27, 1975 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 38 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	WORK
38	RF-325(8)	4.2	355,000	277,500	UPPER SALT CREEK - DOLPH CORNER SECTION	HIGH TYPE PAVEMENT, CHANNELIZATION, GUARDRAIL AND OTHER INCIDENTAL WORK.

RECEIVED
STATE HWY ENGR
MAR 6 '75
REFER TO Heerten
FOR
Info Inves R&D D.R. Sign

REMARKS (Division)

BASED ON INFORMATION FURNISHED IN MR. RULIEN'S FEBRUARY 27, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION SET FORTH ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON-MAJOR ACTION AND QUALIFYS FOR THE TIME SAVING PROCEDURES ENUMERATED IN FHPM 6-8-2.1.

3-6-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 3-4-75	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.6

PRO D-

Robert W. Straub
XXXXXXXXXX

February 27, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-325(8)

We are submitting program data for one project, Item No. 38, Project No. RF-325(8), "Upper Salt Creek-Dolph Corner Section", which we desire to have included in the Federal Aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 27, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

We further request your concurrence that this project falls in the classification of non-major action as set forth in FHPM 7-7-2, par. 10e, and does not require an environmental statement.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Encl.

JLG:ljt

Budget Bureau No. 41-R2067; Approval Expir

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. February 26, 1975

ADT	PRESENT 4,000*	FUTURE (66) 7,200 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41		

CARD 2

REPORT NUMBER (19) 1 (20)

PROJECT LOCATION (45 typewriter spaces) 21 SR 22, 4.3 mi NW of Jct. SR 99W, NW 4.2 mi. 65

EMERG. YR. (72) (73) PL. AUTH YR (74) (75)

PROJECT NUMBER: PREFIX LETTER(S) 14 RF- 28 NUMBER 7 325 SEQ. NO. (8)

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) H.T. Pave & Channelization 62

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

COUNTY NAME Polk

CODE 053 (14) (16)

CARD 4

20 CLASS OF FEDERAL FUNDS Rural Primary

ROUTE NO. P

FEDERAL-AID 47 (32)

STATE 30 (36)

U.S. (37) – – (41)

NAME OF URBAN AREA – – –

17-31

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 – 48	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		SR 22, 4.3 mi NW of Jct. SR 99W, NW 4.2 mi.					
5					ROW							
5					CONST (CODE) (Safety) 6201		"Upper Salt Creek- Dolph Corner Section"	4.2	355,000	277,500	77,500	
							PROJECT TOTALS	4.2	355,000	277,500	77,500	
									(16) (23)	(24) (33)		

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*DHV is 720 (Summer Sunday condition)

CH
PR
(Fu

High-t
overla
lanes
shoulc
zation
guard
denta
this

ROW -
Acces
Parkin
none

REMARKS

Additional Data: Item No's. S-55, S-

Project No's. S-215(4), S-215(4) & F-
respectively.

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 26, 1975

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 22, 4.3 mi NW of Jct. SR 99W, NW 4.2 mi.		4,000*	7,200	95	10	Oregon	41	073	38

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Channelization								RF-	325	(8)	

UNDS: Rural Primary

A: - - -

COUNTY NAME: Polk

CODE: 053

ROUTE NO. P — FEDERAL-AID: 47 — STATE: 30 — U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 22, 4.3 mi NW of Jct. SR 99W, NW 4.2 mi.						High-type pavement overlay of 2-12' lanes & var. (5'-8') shoulder. Channelization, inst. of guardrail and incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Upper Salt Creek-Dolph Corner Section"	4.2	355,000	277,500	77,500		ROW - 100' min.; Access Control -none; Parking Restrictions-none.
PROJECT TOTALS			4.2	355,000	277,500	77,500		

ED BY

AM APPROVAL DATES

*DHV is 720 (Summer Sunday condition)

REMARKS

Additional Data: Item No's. S-55, S-127 & P-196.

Project No's. S-215(4), S-215(4) & F-325(2) respectively.

(over)

UPPER SALT CREEK-DOLPH CORNER SECTION
PROJECT NO. RF-325(8)

REMARKS - continued

EXISTING FACILITIES:
Roadway---2-12' bituminous surfaced travel lanes with variable (5' to 8') shoulders.
Structure-Salt Creek Bridge; Br. No. 2001; Combined frame trestle composite and RC panel spans; L 57'; HC 40'-6"; H-15 loading.

ADJACENT SECTIONS:
West end---20' bituminous surface with 4' shoulders.
East end---22' bituminous surface with 8' shoulders.

PROJECT DATA: The work consists of resurfacing with high-type pavement overlay the existing facility to provide two 12-foot lanes with paved shoulders (5 feet on westerly 0.8 mile and 8 feet on rest of project). Channelization (3.61 miles from east end of project) to provide left-turn refuge lane for westbound traffic, which work consists of grade, drain, high-type surface. Also protection of bridge ends with guardrail and incidental work common to this type of project.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970 respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Non-major action project not requir
an environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Pr
set forth in FHPM 6-8-2-1.
Public Hearings---Not required under provisions of FHPM
Par. 6c.
Location/Design---Not a factor in the development of th
project.

NOTE: (1) This project is in Congressional District No. 1.
(2) The project qualifies as a "Safety Improvement P
under the provisions of FHPM 6-8-2-1 as the pavem
rehabilitation work will have a substantial safet
benefit evident in improved vehicle control throu
(1) elimination of ruts in the wheel paths; (2) r
tendency of a vehicle to hydroplane in wet weathe
of water retention on the pavement; (3) increased
bility in wet weather because of reduced vehicle
and (4) increased skid-resistant property of the
surface.

UPPER SALT CREEK-DOLPH CORNER SECTION
PROJECT NO. RF-325(8)

tinued

LITIES:
--2-12' bituminous surfaced travel lanes with variable
(5' to 8') shoulders.
e-Salt Creek Bridge; Br. No. 2001; Combined frame
trestle composite and RC panel spans; L 57'; HC
40'-6"; H-15 loading.

IONS:
---20' bituminous surface with 4' shoulders.
---22' bituminous surface with 8' shoulders.

The work consists of resurfacing with high-type
rlay the existing facility to provide two 12-foot lanes
houlders (5 feet on westerly 0.8 mile and 8 feet on rest
Channelization (3.61 miles from east end of project)
ft-turn refuge lane for westbound traffic, which work
grade, drain, high-type surface. Also protection of
with guardrail and incidental work common to this type

, Railroads, Airports, Water Developments, Historical
onal Areas: None involved.

equirements: Exempt from State Clearinghouse and
learinghouse A-95 review under working agreements
8, 1970 and October 15, 1970 respectively.

ortation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Non-major action project not requiring an environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings---Not required under provisions of FHPM 7-7-5, Par. 6c.

Location/Design---Not a factor in the development of this project.

NOTE: (1) This project is in Congressional District No. 1.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.

8151 Little Luckiamute R(Elkins Rd) 1975
Br. FAS 555 S of Dallas
(2 structures)

CA 5242 - 3/24/75
CA 5089 - 9/30/74

STATE OF OREG INTEROF CE MEMO

TO: Phil Stearns
Region 2 Federal Aid Specialist

DATE: March 29, 1978

FROM: G. W. Wimer
Manager Local Government Section

SUBJECT: Guardrail on Bridge Approach
Little Luckiamute River (Elkins Road) Bridge Section
FAS 751
Polk County
-510(2)

000

FHWA (Vince Taber) is not satisfied with the installation of the guardrail on the approaches to this structure. Would you please contact the county and have them make the proper adjustments and inform us when this is completed?

[illegible]

cc: Vince Taber

5-17-78

Ralph Blanchard called to inform me the guardrail is now installed on subject project.

cc Vince Taber 5/17 (Sent) JM

Date 3-29-78 PROJECT MANAGEMENT OFFICE MEMO

Subject

File No.

Received (call) (~~visit~~) from Vince Taber FHWA

Address

Made (call) (visit) to

Phone

Reason for contact and general discussion:

Project completed in 1976; Guard rail still not in.
Little [illegible] River project in Polk.
FHWA accepted in June 1976; and paid off
acceptance based on GR installation to follow.
Says his people recently saw hazard of "blunt ends"
Wants to know "what is going to be done; when"

Signature

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 28, 1976

County Polk **Contract No.** 8151 **Date Completed** 2/6/76

FAS 751 **Section** Little Luckiamute River (Elkins Rd.) Bridge

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor	$280,335.52
Engineering	30,134.69
Total Federal Participation	$310,470.21
Payment to Contractor	$27.77
Engineering	35.74
Total	$63.51

Total cost of Project $310,533.72
Federal funds Collected $266,197.16

Per agreement County's share of construction costs are as follows:
½ ($310,470.21 - $266,197.16 + $35.74) + $27.77 =
$22,154.40 + $27.77 = $22,182.17

County's share of construction costs are to be made up by transferring Polk County's FAS funds to State Highway funds.

Reference: Billing Form cc 1665

FAS-C
Polk Co.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Polk County
Board of Commissioners
Courthouse

Dallas, OR 97338

Attention of Mr. J. D. Walker
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1665

Date October 28, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - Little Luckiamute River (Elkins Rd.) Bridge
Section, FAS 751

Covered by agreement dated 12/19/73

(Note - for reference only-No billing)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		There was no advance deposit, County's share of project is to be transferred from the County's Federal funds Please close this file		$22,182.17

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
527-1081-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved
Division Engineer

Approved
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division [illegible] for the [illegible] of the [illegible] and other field offices concerned. If the [illegible]

March 22, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen

On March 19, 1976, we wrote to you concerning release of final payment on Contract No. 8151 awarded to Merlin R. Stam for work on the Little Luckiamute River (Elkin Rd.) Bridge Section of FAS 751 in Polk County.

Final payment on this contract is $13,886.66 and the total contract amount is $286,335.52 including $687.20 for work performed under force account.

Very truly yours,

[illegible] Head
CONSTRUCTION SERVICES

sr

cc Merlin R. Stam
1974 Pierce
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn Dick [illegible]
C. O. Fredrickson

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Little Luckiamute River (Elkins Road) Bridges		WEEK ENDING Feb. 14, 1976
		SECTION PREFIX 527-1081
	HIGHWAY Elkins Road (FAS 751)	COUNTY Polk
NAME OF JOB Little Luckiamute Riv. (Elkins Rd.) Brs.	KIND OF WORK Bridge Construction	
CONTRACTOR Merlin R. Stam	CONTRACT NUMBER 8151	FEDERAL AID PROJECT NUMBER RS-510(2)
DATE OF CONTRACT April 11, 1975	DATE WORK STARTED May 12, 1975	ESTIMATED COMPLETION DATE December 21, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 240	WORK DAYS USED CALENDAR DAYS USED 239
PROJECT AUTHORIZATION: $ 322,393.57	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 296,829.32	ENGINEERING AUTHORIZATION $ 25,564.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 280,436.32	ENGINEERING COST TO DATE $ 25,969	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT OVERRUN UNDERRUN 5.5 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED February 6, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16146	4580A						
PERCENT	99	99						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Project completed February 6, 1976.
TUESDAY				
WEDNESDAY				RECEIVED
THURSDAY				FEB 17 1976
FRIDAY				CONSTRUCTION SECTION
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Project completed.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Projected completed February 6, 1976.

Semi-Final will be submitted about February 20, 1976.

SIGNED Art Gottfried
Art Gottfried LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UC
☑ UPE ☑ CE ☐ RE ☒ RPE ☒

Budget Bureau No. 41-R2068; Approval Expire
U.S. DEPARTMENT
BUREAU OF

FORM PR-9
(REV 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

MONTHLY TRANSACTION NO. 6 1?5

DATE SUBMITTED TO W.O. ...

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 4.5 mi. S.W. of Monmouth 65	ADT	250 DHV-50	FUTURE (66) 450	YEAR (70)(71) 95 (72)	REGION (74) 10 (75)
						STATE NAME Oregon	STATE CODE (2) 41 (3)

PROJECT NUMBER — PREFIX LETTER(S) S - 23 NUMBER-AGR. NO. 7 510 (2) 13

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 2 Bridges 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71 72	EMERG. YR. 73 74	PL AUTH YR 75	PREFIX LETTER(S) 14	

COUNTY NAME Polk

CARD 4	CLASS OF FEDERAL FUNDS [1] Secondary	F.A. SYSTEM Secondary	RTE NO. S	FEDERAL AID 751	(32)	STATE Co. Rd
	NAME OF URBAN AREA 17-31 - - -					

CARD	LINE NO	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACT PROPOSE
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) 76		
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	31	RS-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	322,393	252,079	35,157(Co) 35,157 70,314	Const. 2 rein bridges (appr Furnish guar
										PROJECT TOTAL	0.09	322,393	252,079		
5					PE ROW CONST		REQUESTED REVISION Stage 2	31	S-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	(16) 322,393 (23)	(24) 252,079 (33)	35,157(Co) 35,157 70,314	Const. 2 rei bridges (app Furnish guar
										PROJECT TOTAL	0.09	322,393	252,079		

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11
PROJECT WITHDRAWN YES ☐ CODE 2
1 COLUMN 14 ⟶

REASON FOR CHANGE: To change federal funds utilized in financing from Rural Secondary (a to Secondary (appn. code 022) and change project prefix from RS to S. This change ne utilize the balance Secondary funds which are due to lapse on July 1, 1975.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: March 5, 1975	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER: April 24, 1975	DATE June 20, 1975	DATE	DATE JUN 24 1975
	SIGNATURE	SIGNATURE	SIGNATURE
	Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
COUNTY & CITY SECTION
JUN 26 1975
☒ ENGR. ☐ COOR. ☑ OE ☑ AE ■ UE
☒ UPE ☒ CE ☐ RE ☒ RPE ☒

NO. 6-155

FORM PR-9
(REV 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 4.5 mi. S.W. of Monmouth	ADT	250 DHV-50	FUTURE 450	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 022	ITEM NO. 31

OPOSED WORK (35 spaces): Bridges

NATL. FOREST

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) S - NUMBER-AGR. NO. 510 (2)

I PROJECTS ONLY: POST MI. MI. | DESIG.

L FUNDS: Secondary

COUNTY NAME: Polk CODE 053

REA: - - -

F.A. SYSTEM: Secondary

RTE NO.: FEDERAL AID S 751 | STATE Co. Rd. | U.S. - -

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	31	RS-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	322,393	252,079	35,157(Co) 35,157	Const. 2 reinf. conc. bridges (approx. L. 490') Furnish guardrail.
					PROJECT TOTAL	0.09	322,393	252,079	70,314	
PE ROW CONST		REQUESTED REVISION Stage 2	31	S-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	322,393	252,079	35,157(Co) 35,157	Const. 2 reinf. conc. bridges (approx. L. 490') Furnish guardrail.
					PROJECT TOTAL	0.09	322,393	252,079	70,314	

-9 has been submitted ays. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

g into two or more projects. Prepare a form PR-1 for all ulting from such action.

REASON FOR CHANGE: To change federal funds utilized in financing from Rural Secondary (appn. code 075) to Secondary (appn. code 022) and change project prefix from RS to S. This change necessary to utilize the balance Secondary funds which are due to lapse on July 1, 1975.

OVAL:
1975
1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 20, 1975	DATE	DATE [illegible]
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

sfer from one class of project to another, or covers joint financing, show both classes of funds involved.

HIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

Budget Bureau No. 41-R2068; Approval Expi

U.S. DEPARTME
BUREAU O

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21.1 AND 22.1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66)	YEAR (70) (71)	REGION (72) (74) (75)	STATE NAME	STATE CODE (2) (3)
2		Co. Rd., Approx. 4.5 mi. S.W. of Monmouth	ADT	250 DHV-50	450	95	10	Oregon	41

FOR MISCELLANEOUS FUNDS ONLY

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13
3	2 Bridges								S -	510 (2)

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
4	Secondary		Polk		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	- - -	Secondary	S	751	Co. Rd(36)

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	PROJECT COST FEDERAL FUNDS (67) (76)	PROJECT COST STATE FUNDS	CHARA PROPOS
1	(14-15)	16	41	42	43 - 46	53									
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	31	RS-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	322,393	252,079	35,157(Co) 35,157	Const. 2 re bridges (app Furnish guar
										PROJECT TOTAL	0.09	322,393	252,079	70,314	
5					PE ROW CONST		REQUESTED REVISION Stage 2	31	S-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	(16) 322,393 (23)	(24) 252,079 (33)	35,157(Co) 35,157	Const. 2 re bridges (app Furnish guar
										PROJECT TOTAL	0.09	322,393	252,079	70,314	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To change federal funds utilized in financing from Rural Secondary (a to Secondary (appn. code 022) and change project prefix from RS to S. This change ne utilize the balance Secondary funds which are due to lapse on July 1, 1975.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
March 5, 1975

OTHER:
April 24, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 20, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

(20) 21 PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 4.5 mi. S.W. of Monmouth 65	ADT	250 DHV-50	FUTURE (66) 450 (70)	YEAR (71) 95 (72)	REGION (74) 10 (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN. CODE 022 4 6	ITEM NO. 31 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

PROPOSED WORK (35 spaces) Bridges 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 S - 23	NUMBER-AGR. NO. 7 510 (2) 13	I PROJECTS ONLY POST MI. (24) (26)	DESIG. 27

AL FUNDS 1 Secondary

COUNTY NAME Polk

CODE 14 053 16

AREA - - -

F.A. SYSTEM Secondary

RTE NO.	FEDERAL AID	STATE	U S
S	751	(32) Co. Rd. (36) (37)	- - (41)

WORK TYPE 43 - 46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	31	RS-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	322,393	252,079	35,157(Co) 35,157	Const. 2 reinf. conc. bridges (approx. L. 490') Furnish guardrail.
					PROJECT TOTAL	0.09	322,393	252,079	70,314	
PE ROW CONST		REQUESTED REVISION Stage 2	31	S-510(2)	Co. Rd. approx. 4.5 mi. S.W. of Monmouth "Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	(16) 322,393 (23)	(24) 252,079 (33)	35,157(Co) 35,157 70,314	Const. 2 reinf. conc. bridges (approx. L. 490') Furnish guardrail.
					PROJECT TOTAL	0.09	322,393	252,079		

PR-9 has been submitted 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE: To change federal funds utilized in financing from Rural Secondary (appn. code 075) to Secondary (appn. code 022) and change project prefix from RS to S. This change necessary to utilize the balance Secondary funds which are due to lapse on July 1, 1975.

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

PROVAL:
, 1975
4, 1975

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 20, 1975	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

ansfer from one class of project to another, or covers joint financing, show both classes of funds involved.

F THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 3, 1975

FILE: CON 8151

FROM: Jack L. Davis
Foundation Engineer

TO:
Mr. C. O. Fredrickson
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: Little Luckiamute R. (Elkins Rd.) Brs.
Highway: Elkins Road
County: Polk

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Birdge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
4580A	Little Luckiamute R.Br.		2
16146	Little Luckiamute O'flow Br.		

Forwarded: 6-4-75 (Date) To Bill Fretwell By Hand (Carrier)

JLD: dh

cc Walter J. Hart
J. H. Versteeg
Resident Engineer Art Gottfried
Region Geologist Bill Fretwell

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Polk PROJECT NO. RS-510(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 4.5 mi. S.W. of Monmouth

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	3-5-75	0.09

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 322,393	FEDERAL FUNDS $ 252,079

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Asst. State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
G. L. Green *(Division Engineer)*

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

(more)

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1,3,6,7,9 & 13 are not applicable."

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

☆ U. S. GOVERNMENT P OFFICE: 1974-625-858 3-1

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, singals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

Oregon State Highway Division

Federal-aid Project
No. RS-510(2)

LITTLE LUCKIAMUTE RIVER (ELKINS RD.) BRIDGE SEC.

FAS 751 IN POLK COUNTY

Salem, Oregon, April 18, 1975

Project Agreement estimate.

Type Code X081
Structure (Bridge No. 4580A) (Sta. 151+05 to Sta. 152+91)

Mobilization	All Required		$ 6,000.00
Guard Rail in Stockpile	All Required		6,250.00
Shoring, Cribbing, Etc.	All Required		6,500.00
Structural Excavation	85 cu.yds.	12.00	1,020.00
Structural Excavation Below Elevation Shown	10 cu.yds.	20.00	200.00
Furnish Pile Driving Equipment	All Required		4,000.00
Furnish 16-inch Prestressed Concrete Piling	320 lin.ft.	8.50	2,720.00
Drive Prestressed Concrete Piles	320 lin.ft.	4.30	1,376.00
Structural Concrete Class 3300 (105 cu.yds.)	All Required		14,600.00
Structural Concrete Class 4000 (145 cu.yds.)	All Required		20,400.00
90'/95' Type IV Prestressed Beams	5 only	4,700.00	23,500.00
95'/100' Type IV Prestressed Beams	5 only	4,700.00	23,500.00
Reinforcement (52,500 lbs.)	All Required		15,600.00
Three Tube Metal Railing	372 lin.ft.	39.00	14,508.00
			$140,174.00

Type Code X080
Structure (Bridge No. 16146) (Sta. 143+50 to Sta. 146+49.75)

Furnish Pile Driving Equipment	All Required		$ 3,500.00
Furnish 16-inch Prestressed Concrete Piling	2,040 lin.ft.	8.48	17,299.20
Drive Prestressed Concrete Piles	1,590 lin.ft	5.60	8,904.00
Structural Concrete Class 3300 (170 cu.yds.)	All Rquired		24,500.00
4'x25'/30' Prestressed Slabs	99 only	730.00	72,270.00
Reinforcement (24,000 lbs.)	All Required		12,500.00
			$138,973.20
	Subtotal		$279,147.20

Additional Items

Temporary Erosion Control	All Required	$ 100.00
On-the-Job Trainees (1@$800.00)	All Required	800.00
Prestressed Concrete Pile Extensions (E.W.)	All Required	4,000.00
		$ 4,900.00
	Subtotal	$284,047.20
	Engineering	28,345.80
	Total	$322,393.00

Length of Structures - - - - - 0.092

Federal Funds	$252,079.00
State Funds	35,157.00
County Funds	35,157.00
Total	$322,393.00

Group 1 - 100%

Contract No. 8151

Prefix 527-1081

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 1, 1975

Board of Commissioners
Polk County
Courthouse
Dallas, Oregon 97338

Attention: Mr. J. D. Walker
County Engineer

RECEIVED
COUNTY & CITY SECTION
1975
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Re: Little Luckiamute River
(Elkins Road) Bridge
FAS 751
Polk County

Gentlemen:

The Highway Division opened bids March 27 on the subject project. The apparent low bid was submitted by Merlin R. Stam, 1974 Pierce Street, Eugene 97402.

The anticipated cost based on their bid is as follows:

Contractor's Bid	$279,147.20
Anticipated Additional Items:	
Temporary Erosion Control	100.00
Prestressed Concrete Pile Extension	4,000.00
	$283,247.20
Trainee	800.00
Contingencies (4½%)	12,782.12
Engineering (9%)	25,564.25
Total Estimated Cost	$322,393.57
County's Estimated Share Per Agreement Advance Deposit (11%)	$ 35,500.00

opy to:-
Virgil Boyd
ick Haeck (Fin.)
4/9/75

Polk County Board of Commissioners
April 1, 1975
Page 2

This advance deposit in the amount of $35,500 shall, at the request of the Polk County Board of Commissioners, be made up of monies transferred from Polk County FAS funds to Oregon State Highway funds.

Please indicate your approval of this transfer of funds by placing your signatures in the space provided below, and return one signed copy to: County & City Unit, Room 203 State Highway Building, Salem, OR 97310, The contract for this project will be awarded upon receipt of the signed copy.

Very truly yours,

for Robert H. Prange
Rural Engineer
County & City Unit

HR:ljt

April 7, 75
Polk
H B Hildebrand

March 24, 1975

Board of County Commissioners
Polk County
Courthouse
Dallas, OR 97338

Attention: Allene Kettleson
County Clerk

MISC CONTRACTS and
AGREEMENTS No [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Little Luckiamute River (Elkins Road) Bridges on FAS 751 in Polk County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell
(agree. att.)

Co 151
Polk Co

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 3-21

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-5-75

BY (Signature): MR. RULIEN'S FEBRUARY 25, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 31 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
31	RS-510(2)	0.09	430,000	336,200	LITTLE LUCKIAMUTE RIVER (ELKINS RD.) BRIDGE SECTION.	CONSTRUCT TWO REINFORCED CONCRETE BRIDGES.

RECEIVED
MAR - 7 197
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes ✓
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REMARKS (Division)
YOU ARE AUTHORIZED TO PROCEED WITH ALL ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURES WILL BE NEEDED OR THAT PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND THE REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-5-75	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-40
(Rev. 8-71)

Fas 751 Polk Co.

Budget Bureau No. 41-R2067; Approv

U.S. DEPA
BURE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O. 2-25-75

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd. Approx. 4.5 mi. S.W. of Monmouth	ADT	PRESENT 250*	FUTURE (66) (70) 450	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 2 Bridges	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) /	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23: RS- NUMBER 7: 510
D 4	CLASS OF FEDERAL FUNDS Rural Secondary						COUNTY NAME Polk		CODE (14) (16) 053
	NAME OF URBAN AREA 17-31 - -						ROUTE NO. S	FEDERAL-AID (32) 751	STATE (36) (37) Co.Rd. U.S. (41) - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
1							Co. Rd. Approx. 4.5 mi. S.W. of Monmouth					
5					PE							
5					ROW							
5					CONST (CODE)		"Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	430,000	336,200	46,900	46,900 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.09 (18)	430,000 (23)	336,200 (24) (33)	46,900	46,900 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

*DHV is 50

-OV

RECEIVED
MAR - 7 1975
COUNTY
CITY
UNIT

Hopkins
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

3.21

MAR 5 1975

FORM PR-1
(REV. 4-61)

2-25-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Approx. 4.5 mi. S.W. of Monmouth		250*	450	95	10	Oregon	41	075	31

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	ADV'Y AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
es						/		RS-	510	(2)	

FUNDS: Rural Secondary

COUNTY NAME: Polk — CODE 053

EA: - -

ROUTE NO. S — FEDERAL-AID 751 — STATE Co.Rd. — U.S. - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. Approx. 4.5 mi. S.W. of Monmouth						2 reinf. conc. bridges (Approx. L. 490'). Furnish guard-rail.
ROW								(County to const. roadway, remove ext'g bridge & install guardrail)
CONST (CODE) X020 X051	3	"Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	430,000	336,200	46,900	46,900 (Co.)	ROW - 70' min.; Access Control - none; Parking restrictions-none.
PROJECT TOTALS			0.09	430,000	336,200	46,900	46,900 (Co.)	

RECEIVED
MAR - 7 1975
COUNTY
CITY
UNIT

Hopkins ✓
Harwell
Holmes
Prange
Unrein

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RED BY

AM APPROVAL DATES

REMARKS

*DHV is 50

-over-

USCOMM DUBCOMM-DC 48905-P61

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SEC.

PROJECT NO. RS-510(2)

Existing Facilities:

Proposed Facility - - - - - - Located line only.
Traveled Way- - - - - - - - - 24-foot graveled surface and one structure as follows; Br. No. 4580; pony truss; L. 118'; HC 15'.

Adjacent Sections:

East End - - - 20-foot bit. penetration surface with 4-foot shoulders.
West End - - - 24-foot graveled surface.

Project Data: Construct, on improved (new) alignment, two reinforced concrete bridges as tabulated below under "Structures". Furnish and stockpile at the county shops in Dallas necessary guardrail for approach roadways.

NOTE: County will construct the required roadway approach and roadway on the new alignment, remove existing bridge and install guard rail.

Structures:

Br. Name	Description	Type Code	Est. Cost
Little Luckiamute Riv.	Br. No. 4580A; hwy. over waterway; prestressed conc. beam; L. 186'; H.C. 32'.	X081	$160,000
Overflow structure	Br. No. 16146; hwy. over waterway; (Contractor's option of alternate 'A' or 'B')		270,000
Alt. 'A'	Prestressed slab span; L. 299'-9"; HC 32'-5".	X080	
Alt. 'B'	Reinf. conc. slab span; L. 305'; HC 32'.	X020	
	Total Est. Cost		$430,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payments a required.

System Action, Airports, Water Development, Railroad, Recreation Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Cle house A-95 letters of approval dated January 18, 1974 and Februar 1974, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by F June 28, 1974.

Public Hearings: The county contacted all property owners along project from which right-of-way is to be acquired. The project explained and all questions answered to the satisfaction of the owners. The property owners gave no indications of a desire for hearings. This fact has been documented by the county and copi the documents are in the Oregon State Highway Division files. Oregon State Highway Division and Polk County have concluded, b on the above stated action, that the intent of FHPM 7-7-5 relat public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Road Pla November 15, 1974.

Control of Utilities: The State does not have, at this time, t authority to control the use of utilities on the right-of-way o project. A State-County agreement is being prepared to comply paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a log hauling road, school bus route, and a farm-to-market road.

NOTE: This project is in Congressional District No. 1.

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SEC.

PROJECT NO. RS-510(2)

sting Facilities:

Proposed Facility - - - - - - Located line only.
Traveled Way- - - - - - - - - 24-foot graveled surface and one structure as follows; Br. No. 4580; pony truss; L. 118'; HC 15'.

acent Sections:

East End - - - 20-foot bit. penetration surface with 4-foot shoulders.
West End - - - 24-foot graveled surface.

ject Data: Construct, on improved (new) alignment, two reinforced crete bridges as tabulated below under "Structures". Furnish and ckpile at the county shops in Dallas necessary guardrail for approach dways.

E: County will construct the required roadway approach and roadway on the new alignment, remove existing bridge and install guardrail.

uctures:

Name	Description	Type Code	Est. Cost
tle Luckiamute Riv.	Br. No. 4580A; hwy. over waterway; prestressed conc. beam; L. 186'; H.C. 32'.	X081	$160,000
rflow structure	Br. No. 16146; hwy. over waterway; (Contractor's option of alternate 'A' or 'B')		270,000
. 'A'	Prestressed slab span; L. 299'-9"; HC 32'-5".	X080	
. 'B'	Reinf. conc. slab span; L. 305'; HC 32'.	X020	
	Total Est. Cost		$430,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 letters of approval dated January 18, 1974 and February 19. 1974, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by FHWA June 28, 1974.

Public Hearings: The county contacted all property owners along the project from which right-of-way is to be acquired. The project was explained and all questions answered to the satisfaction of the property owners. The property owners gave no indications of a desire for public hearings. This fact has been documented by the county and copies of the documents are in the Oregon State Highway Division files. The Oregon State Highway Division and Polk County have concluded, based on the above stated action, that the intent of FHPM 7-7-5 relative to public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Road Plan" November 15, 1974.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a log hauling road, school bus route, and also a farm-to-market road.

NOTE: This project is in Congressional District No. 1.

Fas 751
Polk Co
1975

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

RECEIVED
COUNTY & CITY SECTION
MAR 17 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. RS-510(2)

Highway No. FAS 751

Project Name
Little Luckiamute Rv. (Elkins Rd.) Br.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon,

this 5th day of March, 1975.

Polk County

Chairman

Commissioner

Commissioner

Copy to:- John Oaks
Walt Hart
DE Swan
CO Fredrickson

7/31/73

Fas 751
Polk Co
1975

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

RECEIVED
COUNTY & CITY SECTION
MAR 17 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ UE
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3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Dallas, Oregon,

this 5th day of Mar., 1975.

Polk County

Chairman

Commissioner

Commissioner

Copy to:- John Oaks
Walt Hart
DE Swan
CO Fredrickson

7/31/73

R

February 25, 1975

TO C. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-510(2)

We are submitting program data for one project, Item No. 31, Project No. RS-510(2), "Little Luckiamute River (Elkins Road) Bridge Section", which we desire to have included in the Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

It is our present intention to receive bids for this project on March 27, 1975.

Enclosed is one copy each of State Clearinghouse and District 3 Clearinghouse A-95 review approval letters dated January 18, 1974 and February 19, 1974, respectively.

It is the contention of the Oregon State Highway Division and Polk County that the intent of FHPM 7-7-5 relative to public hearings has been fulfilled based on the following:

(1) The county contacted all property owners along the project.

(2) The project was explained and all questions answered to the satisfaction of the property owners.

(3) The property owners gave no indications of a desire for a public hearing.

The above facts have been documented by the county and copies of the document are in the Oregon State Highway Division files.

JG:js

Enclosures

Budget Bureau No. 41-R2067; Approval Ex

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

2-25-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. Approx. 4.5 mi. S.W. of Monmouth 21 65	ADT	PRESENT 250*	FUTURE 450 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 2 Bridges 28 62	NATL. FOREST (63) (65)	FR ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 510 7	SEQ. NO. (2)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Polk			CODE 053 (14) (16)
	NAME OF URBAN AREA - - 17-31	ROUTE NO. S	FEDERAL-AID 751 (32)	STATE Co.Rd. (36) (37)	U.S. - - (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR
1	(14-15)	(16	41	42	43 46	53	Co. Rd. Approx. 4.5 mi. S.W. of Monmouth	(54) (58)	(59) (66)	(67) (76)			Const. bridge 490'). rail.
5					PE								
5					ROW								(Count roadwa bridge guardr
5					CONST (CODE)		"Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	430,000	336,200	46,900	46,900 (Co.)	ROW - Access Parki none.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.09 (16)	430,000 (23)	336,200 (24)	46,900 (33)	46.900 (Co.)
1	14	PROGRAM APPROVAL DATES		REMARKS				

*DHV is 50

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

2-25-75

PROJECT LOCATION (45 typewriter spaces) Co. Rd. Approx. 4.5 mi. S.W. of Monmouth	**ADT**	PRESENT 250*	FUTURE 450	YEAR 95	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 31

OPOSED WORK (35 typewriter es	NATL. FOREST	FS ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) RS-	NUMBER 510	SEQ. NO. (2)	I Projects Only POST MI. DESIG.

FUNDS: Rural Secondary

EA: - -

COUNTY NAME: Polk CODE 053

ROUTE NO. S — FEDERAL-AID 751 — STATE Co.Rd. — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co. Rd. Approx. 4.5 mi. S.W. of Monmouth						...t. 2 reinf. conc. bri... (Approx L. 490'). Furnish guard-rail.
ROW								(County ... const. roadway, remove ext'g bridge & install guardrail)
CONST (CODE)		"Little Luckiamute Riv. (Elkins Rd.) Br. Sec."	0.09	430,000	336,200	46,900	46,900 (Co.)	ROW - 70' min.; Access Control - none; Parking restrictions-none.
		PROJECT TOTALS	0.09	430,000	336,200	46,900	46,900 (Co.)	

ARED BY

AM APPROVAL DATES

REMARKS

*DHV is 50

-over-

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SEC.

PROJECT NO. RS-510(2)

Existing Facilities:

Proposed Facility - - - - - - Located line only.
Traveled Way- - - - - - - - - 24-foot graveled surface and one structure as follows; Br. No. 4580; pony truss; L. 118'; HC 15'.

Adjacent Sections:

East End - - - 20-foot bit. penetration surface with 4-foot shoulders.
West End - - - 24-foot graveled surface.

Project Data: Construct, on improved (new) alignment, two reinforced concrete bridges as tabulated below under "Structures". Furnish and stockpile at the county shops in Dallas necessary guardrail for approach roadways.

NOTE: County will construct the required roadway approach and roadway on the new alignment, remove existing bridge and install guard-rail.

Structures:

Br. Name	Description	Type Code	Est. Cost
Little Luckiamute Riv.	Br. No. 4580A; hwy. over waterway; prestressed conc. beam; L. 186'; H.C. 32'.	X081	$160,000
Overflow structure	Br. No. 16146; hwy. over waterway; (Contractor's option of alternate 'A' or 'B')		270,000
Alt. 'A'	Prestressed slab span; L. 299'-9"; HC 32'-5".	X080	
Alt. 'B'	Reinf. conc. slab span; L. 305'; HC 32'.	X020	
	Total Est. Cost		$430,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payment required.

System Action, Airports, Water Development, Railroad, Recreati Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 C house A-95 letters of approval dated January 18, 1974 and Febru 1974, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by June 28, 1974.

Public Hearings: The county contacted all property owners alo project from which right-of-way is to be acquired. The projec explained and all questions answered to the satisfaction of th owners. The property owners gave no indications of a desire fo hearings. This fact has been documented by the county and cop the documents are in the Oregon State Highway Division files. Oregon State Highway Division and Polk County have concluded, on the above stated action, that the intent of FHPM 7-7-5 rela public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Road F November 15, 1974.

Control of Utilities: The State does not have, at this time, authority to control the use of utilities on the right-of-way project. A State-County agreement is being prepared to compl paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a log hauling road, school bus route, an a farm-to-market road.

NOTE: This project is in Congressional District No. 1.

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SEC.

PROJECT NO. RS-510(2)

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'	Prestressed slab span; L. 299'-9"; HC 32'-5".	X080	
'	Reinf. conc. slab span; L. 305'; HC 32'.	X020	
	Total Est. Cost		$430,000

Exceptions to Minimum Standards: None

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 3 Clearinghouse A-95 letters of approval dated January 18, 1974 and February 19, 1974, respectively.

FHPM 7-7-2 Requirements: Negative declaration concurred in by FHWA June 28, 1974.

Public Hearings: The county contacted all property owners along the project from which right-of-way is to be acquired. The project was explained and all questions answered to the satisfaction of the property owners. The property owners gave no indications of a desire for public hearings. This fact has been documented by the county and copies of the documents are in the Oregon State Highway Division files. The Oregon State Highway Division and Polk County have concluded, based on the above stated action, that the intent of FHPM 7-7-5 relative to public hearings has been fulfilled.

Location/Design Approval: Granted under the "Secondary Road Plan" November 15, 1974.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a log hauling road, school bus route, and also a farm-to-market road.

NOTE: This project is in Congressional District No. 1.

Wilson [illegible]
R. k

MEMORANDUM
February 20, 1975

TO: Mr. L. W. Rulien
Project Management Engineer

Attention: D. E. Swan

RE: Little Luckiamute River
(Elkins Road) Bridge Section, FAS 751
Polk County

FROM: Robert H. Prange
Rural Engineer
County-City Unit

TERMINI: 3.6 miles west of junction with FAP-9.
PROPOSED WORK: Two structures.
PROJECT LENGTH: Approximately 490 feet long;

ADT: 1974	DHV: 1994
250	50
450	85

COSTS:

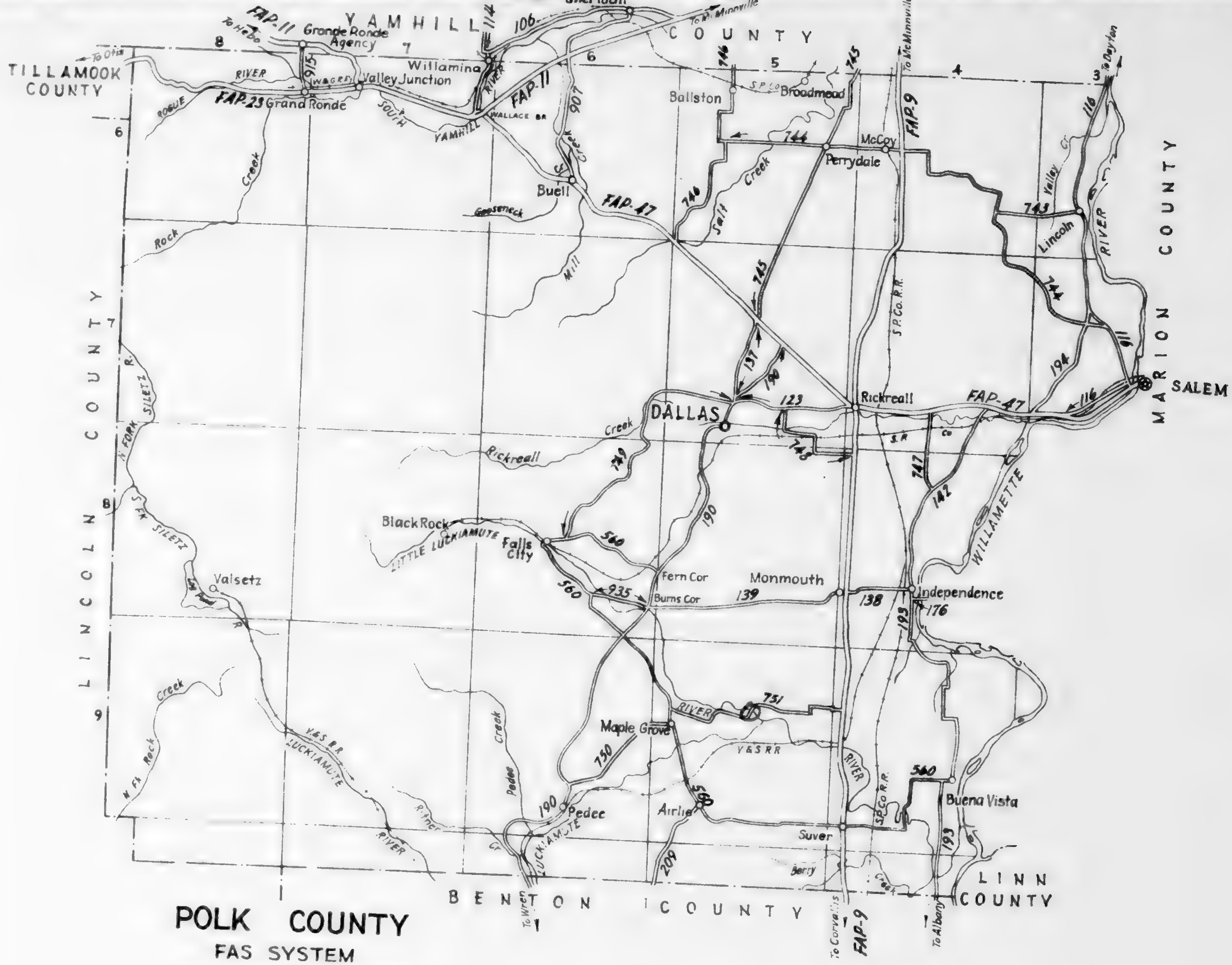
	Total	Federal	State	County
CONSTRUCTION:	$500,000	$390,000	$55,000	$55,000

EXISTING FACILITIES: Structure over River, 118-foot pony truss, 15-foot roadway.
ADJACENT SECTIONS:
EAST END: 20-foot oil mat with 4-foot gravel shoulders.
WEST END: 24-foot gravel road.
PROJECT DATA: Construct two reinforced concrete bridges on improved alignment. Structure over Little Luckiamute River is to be approximately 186 feet long with a 32-foot roadway. Guardrail on fill to be furnished by contractor and installed by County. Existing bridge to be removed by County. County will construct approaches and connections. Second bridge is an overflow structure approximately 300 foot long with a 32-foot roadway.
RIGHT-OF-WAY: 70 feet minimum.
ACCESS CONTROL: None.
RAILROAD CROSSING: None.
MINIMUM DESIGN STANDARDS: No deviations from standards.
SYSTEM ACTION: Completed.
UNUSUAL OR COMPLICATED SITUATIONS: None.
ROUTE DATA: Log hauling, farm to market and school bus route.
HEARING CERTIFICATION: None required. See memo to files 5/22/74.
PUBLIC HEARING: No hearing requested by people.
NEGATIVE DECLARATION: 6/28/74.
PARK AND RECREATION AREA AFFECTED: None.
RELOCATION ASSISTANCE: None.
SOCIAL, ECONOMIC & ENVIRONMENTAL EFFECTS CONSIDERED: Yes.
LOCATION & DESIGN APPROVED: 11/15/74.
CLEARINGHOUSE APPROVED: 1/18/74.
COG: 2/19/74.

FAS Highway on County Road

HR:scr

☒ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE ☐
UPE ☐ CE ☑ RE ☐ RPE ☐



POLK COUNTY

FAS SYSTEM

Scale 0 1 2 M. Oct. 1965

- LEGEND -

═ FA Primary Highway

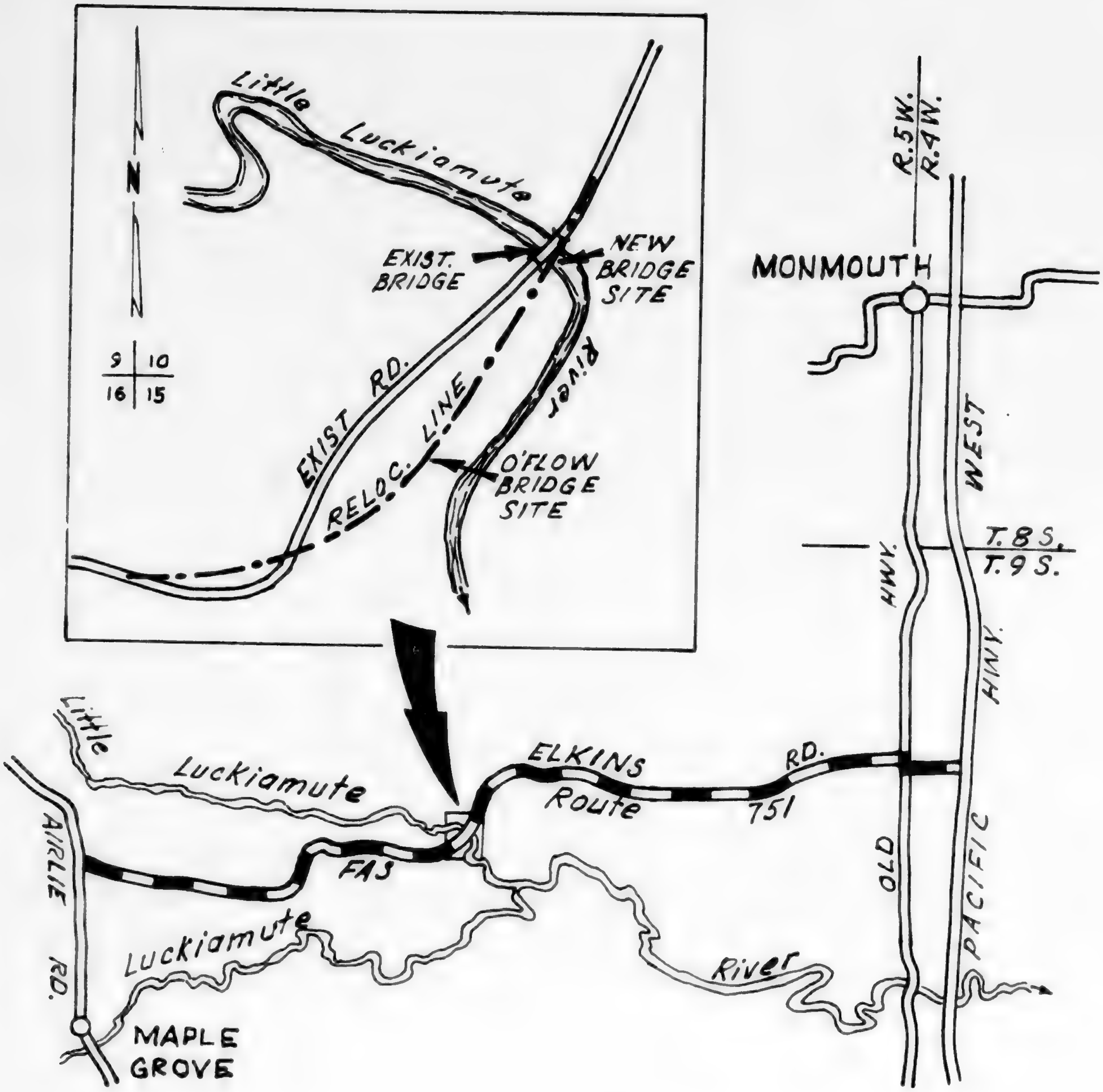
═ FAS Highway on State Primary Highway

═ FAS Highway on State Secondary Highway

═ FAS Highway on County Road

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SECT.

FAS ROUTE 751 POLK COUNTY



FA-751

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 9, 1974

FILE:
Bridge 4580A

FROM: Jack Davis
Foundation Engineer

TO: Mr. Walter J. Hart
Bridge Engineer

SUBJECT:
Foundation Recommendation
Little Luckiamute River Br. 4580A
Little Luckiamute River Section
County Road 15 (Elkins Rd.)
Polk County

Location

This new structure on a revised alignment of Elkins Road will replace an existing steel through truss bridge over the Little Luckiamute River approximately four miles southwest of Monmouth in Polk County in the SW 1/4 of Section 10, T. 9 S., R. 5 W., W.M.

Foundation Material

Two test holes drilled at this site indicate 23 to 25 feet of soft sedementary material ranging from silty clay to silt and sand overlaying a base of solid sandstone and shale. The top of the sandstone appears to be fairly level near Elevation 184±, approximately 6 feet below the existing streambed and has been encountered at similar elevations in test holes drilled for the overflow structure about 600 feet to the southwest. The top 1 foot of the sandstone and shale appears to be somewhat soft and weathered; but becomes very hard and dense below.

Foundation Recommendation

This two-span structure is being designed with pile supported end bents and a single column pier at the center bent. All piling will be point bearing.

The end bents may be supported on prestressed concrete piles, 12 inches square or 14 inches octagonal driven to 50 tons each or 16 inches octagonal driven to 70 tons each.

HP 10 x 42 steel H piles driven to 50 tons resistance each may also be used. Substitution of equivalent steel pile shapes is not recommended. Pile tip reinforcement is recommended for point bearing steel piles.

Pile lengths required for all pile types is:

	Cut-off Elev.	Tip Elev.	Order Length
Bents 1 & 3	213	182	34'

The silt and sand over the sandstone are generally soft and loose, especially in the area of Bent 1 and may not provide satisfactory stability to piling driven vertically to point bearing. For this reason batter piles are recommended in the construction of the end bents.

The pier at bent 2 may be supported on a spread footing keyed into the sandstone at Elevation 182 at loads up to 10 tons per square foot.

Sheet piles driven for a cofferdam for this pier should key into the softer upper surface of the sandstone so that a seal will not be required.

Erosion Control

Serious erosion problems are not apparent at this site although some cutting of the soft silty material in the streambanks is evident.

Class 50 riprap for protection of roadway fills is as contained in the Hydraulic Report for this structure dated April 1974. A one-foot-deep blanket of similar material may be placed around the shaft at Bent 2 to protect material excavated for establishment of this footing. Such a blanket, if used, should extend 10 feet around and outside the footing, placed 2 to 3 feet below the natural ground surface and voered with backfill of excavated material. Natural vegetation may be re-established in the backfill material over the riprap.

JD:ag:dh

cc C. G. Swenson
A. C. Harwood
L. L. Wallace
R. W. Ellison

(Note: ok 10-8-74 WJH)

REFERRED TO
Cole
Reed
Eriksen
[✓ Sample]
Hager
Watson
[✓ Return] ☐ Forward
Discuss ☐ File
BY FINAL DESIGN ENGINEER

151

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

FROM:

SUBJECT:

TO:

MISC. CONTRACTS and
AGREEMENTS No.

fa 751
Polk Co.

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 25, 1974

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: Rod Henry
R/W Supervisor

SUBJECT: Little Luckiamute River (Elkins Road) Bridge Section
County Road No. 15
Polk County

Attached you will find six original Exhibit A's in sextuplet covering right of way to be acquired in connection with the Little Luckiamute River (Elkins Road) Bridge Section of County Road No. 15 in Polk County.

This is a State and County Project and you are to use prefix 27-2073.

The descriptions have been placed on Exhibit A's. We are attaching a supply of option clauses for creating your option forms in conformance with the State's agreement with Polk County. On one of the forms I have lined out references to State and/or ODOT where County would be substituted.

We are in the process of making up a set of clauses for County options. If you have any suggestions for the basic form after working up this project, please let me know. It may be that in some cases where the State does the construction work too, reference to State would be appropriate and should be put back in. But I would think we should stick to a strictly county project concept. Please give me your thoughts on this.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of September 20, 1974.

We are attaching two prints of map 9B-12-6 covering this area and bearing our date of February 24, 1974.

File No.	Name	Area
48347	M. J. Bauer Trustee of Ivan H. Loughary Estate	0.42 acre
48348	E. Marie Knaupp	0.73 acre
48349	Lee H. and Leola M. Gillins	0.3 acre
48350	Randall E. and Barbara J. Holly	4.12 acre
48351	M. H. and Frances E. Armour	0.29 acre
48352	Zora O. and Lillian C. McGonegal	0.01 acre

AC:ks
Enc. 6 Exhibit A's, etc.

cc: C. O. Fredrickson - 1 print
Milner Mead - 1 print & Auth. List
Frank Lowe - letter
Title - 1 print
Fred Jeter
Armand Riveness - Exhibit
Jim Dixon
H. S. Cox

RECEIVED
[illegible]

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1974

SUBJECT: Little Luckiamute River
(Elkins Road) Bridge Section
Polk County

To:
Mr. J. B. Boyd
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Scott's copy

I am enclosing two copies of a Right of Way Services Agreement with attached Exhibit "A" (Right of Way map) signed by the Polk County Board of Commissioners. The agreement now requires the approval of the Highway Administrator.

I am also enclosing a centerline description, vesting deeds, and a cover letter from C. Ralph Blanchard, Chief Deputy Surveyor.

Rod J. Henry
ROD J. HENRY
Regional Right of Way Supervisor

NOTED
FLOYD O. SCOTT
Rec'd 9-12-74

Referred 9-11-74
To F. O. Scott see [illegible] 8/20/ [illegible]

RJH:ph
Enclosure Descriptions (Please Rush)

John R. Oakes
[illegible]

APPROVED / per agree.

ASSISTANT RIGHT OF WAY ENGINEER
STATE HIGHWAY DIVISION

[illegible] SECTION
RECEIVED
[illegible] 1974

27-2073

SP*52475-734

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE – WEST ASH ST.

PHONE
623-8171
EXT. 47

August 20, 1974

Joe H's Copy

Mr. Rod J. Henry
Regional Right of Way Supervisor
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Dear Mr. Henry;

Transmitted are two copies of the right-of-way services agreement for the Little Luckiamute River Bridge project, right-of-way map, vesting deeds as well as the centerline legal description.

The only item not included is that the parcel to be purchased from Holly (formerly Cutting) **should also include the portion between the centerline description and the river.** Please note this item so that the person preparing the option and deeds doesn't overlook it.

We have a 60 foot right-of-way (original) and upon completion of the relocation will vacate all that portion lying outside of our described right-of-way. Acreage is based upon amount taken outside of existing fences.

Sincerely,

C. Ralph Blanchard

C. Ralph Blanchard
Chief Deputy Surveyor

CRB/em

Enclosures

RECEIVED
AUG 22 1974
DISTRICT II
R/W. OFFICE

Scott's Copy

PT

Beginning at Engineers centerline station 97+05.59 P. S. of relocated County Road #15, which station is 6228.59 feet South 39° 37'55" West from the Southwest corner of the James Porterfield Donation Land Claim #48, in Township 9 South, Range 5 West of the Willamette Meridian in Polk County, Oregon; and running thence South 82° 58'45" East 384.62 feet to station 100+90.21 P.S.; thence along the arc of a 200 foot spiral curve left (a=4.0 and the long chord of which bears South 85° 38'45" East 199.83 feet) to station 102+90.21 P.S.C.; thence along the arc of a 716.20 foot radius curve left (the long chord of which bears North 79° 47' 55" East 229.56 feet) 230.56 feet to station 105+20.77 P.C.S.; thence along the arc of a 200 foot spiral curve left (a=4.0 and the long chord of which bears North 65° 14'35" East 199.83 feet) to station 107+20.77 P.T.; thence Noeth 62° 34'35" East 2.57 feet to station 207+23.34 P. S.; thence along the arc of a 200 foot spiral curve right (a=4.0 and the long chord of which bears North 65° 14'35" East 199.83 feet) to station 109+23.34, P.S.C.; thence along the arc of a 716.20 foot radius curve right (the long chord of which bears North 83° 50'07.5" East 328.53 feet) a distance of 331.48 feet to station 112+54.82 P.C.S.; thence along the arc of a 200 foot spiral curve right (a=4.0 and the long chord of which bears South 77° 34'20" East 199.83 feet) to station 114+54.82 P.T., thence South 74° 54'20" East 574.39 feet to 120+29.21 P.S.; thence along the arc of a 200 foot spiral curve left (a=2.0 and the long chord of which bears South 76° 14'20" East 199.96 feet) to station 122+29.21 P.S.C.; Thence along the arc of a 1432.39 foot radius curve left (the long chord of which bears South 81° 13'32.5" East 115.98 feet) a distance of 116.01 feet to station 123+45.22 P.C.S.; thence along the arc of a 200 foot spiral curve left (the long chord of which bears South 86° 12'45" East 199.96 feet) to station 125+45.22 P.T.; thence South 87° 32'45" East 732.49 feet to station 132+77.71 P.S.; thence along the arc of a 160 foot spiral curve right (a=5.0 and the long chord of which bears South 85° 24'45" East 159.91 feet) to station

134+37.71 P.S.C.; thence along the arc of a 716.20 foot radius curve right (the long chord of chich bears South 80° 32'45" East 15.00 feet) a distance of 15.00 feet to station 134+52.71 P.C.S.; thence along the arc of a 160 foot spiral curve right (a=5.0 and the long chord of which bears South 75° 40'45" East 159.91 feet) to station 136+12.71 P.T.; thence South 73° 32'45" East 1.06 feet to station 135+13.77 P.S.; thence along the arc of a 150 foot spiral curve left (a=5.5 and the long chord of which bears South 75° 36'30" East 149.92 feet) to station 137+63.77 P.S.C.; thence along the arc of a 694.49 foot radius curve left (the long chord of which bears North 69°32'07.5" East 709.79 feet) a distance of 745.00 feet to station 145+08.77 P.C.S. ; thence along the arc of a 150 foot spiral curve left (a=5.5 and the long chord of which bears North 34° 40'45" East 149.92 feet) to station 146+58.77 P.T.; thence North 32° 37' 00" East 626.23 feet to station 152+85.00 P.S.; thence along the arc of a 200 foot spiral curve left (a=3.0 and the long chord of which bears North 30° 37'00" East 199.90 feet) to station 154+85.00 P.S.S.; thence along the arc of a 200 foot spiral curve left (a=3.0 and the long chord of which bears North 22° 37' East 199.90 feet) to station 156+85.00 P.T.; thence North 20° 37' 00" East 198.78 feet to station 158+83.78 P.C.; thence along the arc of a 2864.79 foot radius curve right (the long chord of which bears North 22° 28'42.5" East 186.15 feet) a distance of 186.28 feet to station 160+69.96 P.T.

to 156+85
to 158+83.78
to 160+69.96

The bearings used herein are based upon the Oregon Coordinate System, North Zone
The width in feet of the strip of land above referred to are as follows:;

Station to Station			Width on NORTHERLY side of centerline	Width on SOUTHERLy side of centerline
97+05.59	to	100+90.21	30	30
100+90.21	to	102+90.21	30 in a straight line to 30	
102+90.21	to	104+05.49	30 in a straight line to 30	
100+90.21	to	104+05.49		30 in a straight line to 65
104+05.49	to	105+20.77	30 in a straight line to 30	
105+20.77	to	107+23.34	30 in a straight line to 30	
104+05.49	to	107+23.34		65 in a straight line to 35
107+23.34	to	110+89.08	30 in a straight line to 75	
110+89.08	to	114+54.82	75 in a straight line to 30	
107+23.34	to	109+23.34		35 in a straight line to 45
109+23.34	to	112+54.82		45 in a straight line to 40
112+54.82	to	114+54.82		40 in a straight line to 30
114+54.82	to	120+29.21	30	30
120+29.21	to	122+29.21	30 in a straight line to 30	30 in a straight line to 35
122+29.21	to	123+45.22	30 in a straight line to 30	35 in a straight line to 35
123+45.22	to	125+45.22	30 in a straight line to 30	35 in a straight line to 30
125+45.22	to	132+77.71	30	30
132+77.71	to	134+52.71	30 in a straight line to 35	30 in a straight line to 30
134+52.71	to	136+13.77	35 in a straight line to 37.90	30 in a straight line to 30
136+13.77	to	141+00.00	37.90 in a straight line to 35.89	
136+13.77	to	139+00		30 in a straight line to 60
139+00	to	142+00		60 in a straight line to 45.
142+00	to	147+00		45
141+00	to	142+00	35.89 in a straight line to 30	
142+00	to	143+50	30 in a straight line to 55	
143+50	to	146+58.77	55 in a straight line to 80	
146+58.77	to	147+00	80 in a straight line to 55	
147+00	to	152+25	55	45
152+25	to	152+85	55 in a straight line to 35	45 in a straight line to 35
152+85	to	160+69.96	35 in a straight line to 30	
152+85	to	156+85		35
156+85	to	158+83.78		35 in a straight line to 30
158+83.78	to	160+69.96		30

7-15-74

NOTIFICATION FOR RIGHT-OF-WAY
PURCHASE OR REVIEW

Receipt of this notification is authority to start right-of-way negotiations or right-of-way review on the following described project:

Date July 15, 1974

Project Name Little Luckiamute River (Elkins) Bridge Section

County (FAS project) Polk City (FAU project) ____

FAS No. 751 FAU No. ____

R/W Acquisition for Co. x R/W Acquisition for City ____

R/W Review for Co. ____ R/W Review for City ____

Local County Representative Ralph Blanchard

Local City Representative --

OSHD Representative for FAS Program R. H. Prange

OSHD Representative for FAU Program --

Notification to Region 2 R/W Office

Notification to Finance Branch, Attn: Richard Hacek

cc: L. W. Rulien

7/15/74

4/2/74

fas 751
Polk Co

Polk County Board of Commissioners
Room 12
County Court House
DALLAS, OREGON 97338

CLIFFORD R. JONES
Chairman
CLINTON FORBES
Commissioner
H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

July 11, 1974

[illegible] IVED
[illegible] CITY SECTION
[illegible] 1974
☑ COOR. ☐ CE ☐ AE ☐ UE
☐ HPE ☐ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si:

Please be advised that it is the desire of the Polk County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the Little Luckiamute River Bridge Section of Elkins Road, FAS 751.

It is understood that the necessary rights of way will be acquired in the name of Polk County and that all costs incurred will be paid by Polk County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon State Highway Division to complete any necessary work for the preparation of legal descriptions for the acquisitions of rights of way.

Yours truly

BOARD OF COMMISSIONERS

Clifford R. Jones, Chairman

Clinton D. Forbes, Commissioner

H. B. Hildebrand, Commissioner

fas 751
Polk Co

Polk County Board of Commissioners

Room 12
County Court House
DALLAS, OREGON 97338

CLIFFORD R. JONES
Chairman
CLINTON FORBES
Commissioner
H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

July 11, 1974

...VED
...CITY SECTION
...1974
☑ COOR. ☐ CE ☐ AE ☐ UE
☐ RPE ☐ CE ☑ RE ☐ RPE ☐

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Sir:

Please be advised that it is the desire of the Polk County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the Little Luckiamute River Bridge Section of Elkins Road, FAS 751.

It is understood that the necessary rights of way will be acquired in the name of Polk County, and that all costs incurred will be paid by Polk County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also serve to authorize the Oregon State Highway Division to complete any necessary work for the preparation of legal descriptions for the acquisition of rights of way.

Yours truly,

BOARD OF COMMISSIONERS

Clifford R. Jones, Chairman

Clinton Forbes
Clinton D. Forbes, Commissioner

H. B. Hildebrand, Commissioner

4 21-1

1 ✓

T

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

June 20, 1974

cc F. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Ternin
S. W. Fredrickson (2)

cc's sent 6-21-74

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission staff has completed its review of your preliminary plans for the Little Luckiamute River (Elkins Road) Bridges (FAS 751) and offer the following comments for your consideration.

1. Operations within the active flowing stream should be conducted during the low flow period of June 1 to October 1.
2. All activities should be conducted in a manner to minimize turbidity.
3. Areas of soil disturbance and newly created embankments should be riprapped or revegetated.
4. Freshly poured concrete should not be allowed to come in contact with the active flowing stream.

If we may be of any further assistance, please call.

Sincerely,

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
cc Fish Commission of Oregon
Joe Wetherbee

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Little Luckiamute River
(Elkins Road) Bridges Section
Elkins Road, FAS 751
Polk County

This negative declaration covering the subject FAS-C project precedes our request for location and design approval.

INTRODUCTION The point at which FAS 751 crosses the Little Luckiamute River is approximately five miles southwest of the city of Monmouth in Polk County. The present bridge is a pony truss which was built in 1934 with a 15'2" roadway. The roadway approaching from the north is paved and the roadway approaching from the south is oiled gravel.

DESCRIPTION AND PURPOSE OF PROPOSAL There are two objectives of the proposed project. The first objective is to increase safety by replacing a narrow bridge with a structure that will meet current standards and by improving the alignment of the roadway. The present structure allows only one-way traffic for larger vehicles. Current traffic volume is approximately 120 vehicles per day during the summer; volumes are lower during the winter.

The second objective is to provide all-season service to the surrounding community by constructing an overflow bridge

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

and elevating the roadway. The current roadway is subject to flooding at a 1.6-year frequency. Flooding usually lasts for one to three days.

The proposed bridge is to be a two-span, type 4, prestressed beam structure with a 32-foot roadway. Span lengths are 90 feet and 96 feet, a total of 186 feet. The bridge will be supported by a single-column concrete pier in the stream channel, which will be out of the water during summer low water and in the water during normal winter high water. The structure will be slightly downstream from the present bridge.

The overflow structure will be 500 feet to the south of the bridge. It will be a 300-foot slab span structure supported by prestressed pile bents, with a 32-foot roadway. Vertical clearance under the structure will be 8 feet. The fill at either end of the structure will have a slope of 2:1 and will be slightly wider on the west side of the structure to reduce scour.

Both structures and the roadway will be on a new alignment to the east of the present roadway, offering a straight approach to the bridge from both directions. The new alignment will require approximately 30 feet of new right-of-way width; acquisition of this right-of-way will result in loss of pastureland. The County plans to vacate any unused existing right-of-way and remove the present roadway, returning it to farming use and thereby consolidating most usable land on the west side of the roadway.

Polk County will construct all new roadways up to and between the new structures, will remove the existing bridge, and will obtain all necessary rights-of-way and easements. The existing facility will continue in use during construction of the project. Estimated cost of this project is $500,000.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

The first alternative would call for the replacement of the existing bridge and construction of an overflow bridge, plus the construction of roadways -- all on the existing alignment, but at least 5 feet higher in elevation. This alternative would require additional right-of-way, causing loss of some pastureland.

Since the land on both sides of the facility lying south of the river crossing is under the same ownership, the higher facility would make it more difficult to move farming equipment from one side to the other. The road would be closed during the entire construction period. Approximate cost of this alternative is $500,000.

The second alternative would provide for the construction of a new bridge over the Little Luckiamute River on the same grade and alignment as the existing bridge, leaving the roadway facility in its present condition and location. This alternative would require no additional right-of-way, would require a shorter closure than the first alternative, and would cost approximately $250,000. It would not provide the all-season service which Polk County has planned for this route.

The third alternative would be to repair or partially rebuild the existing bridge. Estimated cost for this alternative is $100,000, which is considered excessive for the amount of improvement attainable. Further, this alternative would not provide all-season service on the roadway.

The present proposal was chosen over the alternatives because it satisfies all of the safety and convenience criteria of the project, whereas the alternatives compromise one or more of these criteria. All of the alternatives would require closure of the road during construction and would continue to divide the farm property. All of the alternatives would lack the added safety of the new alignment. Alternatives 2 and 3 would not relieve the roadway from flooding.

EXISTING SETTING The Little Luckiamute Bridge is located on Elkins Road, a Federal-aid secondary road in rolling farmlands on the western edge of the Willamette Valley. The road at this point is on the floodplain of the Little Luckiamute River. The primary land use in the vicinity is diversified farming with grain, grass seed, and livestock production predominating.

The Little Luckiamute River originates in the eastern slopes of the Coast Range west of Falls City and flows in a general easterly direction to its confluence with the larger Luckiamute River, about one-half mile downstream of the proposed project. The Luckiamute River is a tributary of the Willamette River. The Little Luckiamute supports recreational activities and limited irrigation facilities. It has a drainage area of 81.27 square miles and is subject to heavy seasonal runoffs, frequently flooding adjacent farmlands.

The Little Luckiamute has resident cutthroat and rainbow trout and hosts a run of anadromous fish. The streamside vegetation is common to the area, supporting small fur-bearing animals, waterfowl and upland game birds.

Elkins Road is a local farm-to-market, school bus, and mail route, and carries minor log truck traffic. It is designated as a major collector route and has undergone an extensive improvement program in recent years. In the project area, the road divides a farming parcel on a bend in the river and passes within 50 feet of the owner's home. The land is presently being used as pasure for cattle.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

Although the environmental impacts of this project will be minimal, the project, in calling for a new alignment, will have more impacts than would any of the alternatives. However, the project will nullify most of the problems of the present alignment -- on which all alternatives would be constructed.

The principal negative impacts of the proposal will be increased turbidity and siltation of the stream during construction, additional clearing of vegetation at the stream edge, and commitment of farmable land to roadway use. The existing environment in the Little Luckiamute is considered very good for aquatic wildlife. Construction in the streambed will cause short-term turbidity, forming a polluted zone extending downstream a short distance; turbidity will adversely affect spawning and rearing habitat found there. Possible long-term local effects of the removal of riparian vegetation are the elevation of water temperature and erosion from the banks.

To minimize these impacts, work in the streambed will be kept to a minimum and will be done during low-water periods. All necessary pollution control methods will be used during construction. Federal, state, and local regulations concerning erosion control and water quality will be enforced.

There are no improvements involved, therefore no relocation of people or personal property is required.

The new alignment will mean commitment of present pasture-land to roadway use. However, the County plans to remove the present roadway and return it to private use, which will result in a slight net loss of farmable land. The exposed soil will be seeded in grass to prevent erosion.

The proposal offers several positive impacts. The farmability of the land will be enhanced by consolidating all usable land on the same side of the roadway. The new alignment will place the roadway 125 feet farther from the nearby farm dwelling than the present alignment is, thus reducing the noise impact on the residents. With the elevated roadway and the additional clearance under the overflow bridge, animals will tend to go under the bridge rather than across the roadway, so animal kill should be reduced.

None of these positive impacts would be realized with the alternatives, with the exception that alternative one would also reduce animal kill. All of the alternatives would have some degree of impact on the riparian vegetation and water quality of the river. Alternative one would require some additional right-of-way, resulting in a slight loss of farmland.

BASIS FOR NEGATIVE DECLARATION It is the opinion of the Highway Division and Polk County officials that the replacement of the Little Luckiamute Bridge and construction of an overflow bridge are necessary to insure safety and all-weather usage of Elkins Road. The A-95 review of this project was completed January 17, 1974, and all considerations mentioned have been met. The project also has the support of the major property owner affected.

It is the conclusion of the Oregon State Highway Division that this project does not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the physical, economic, or social environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

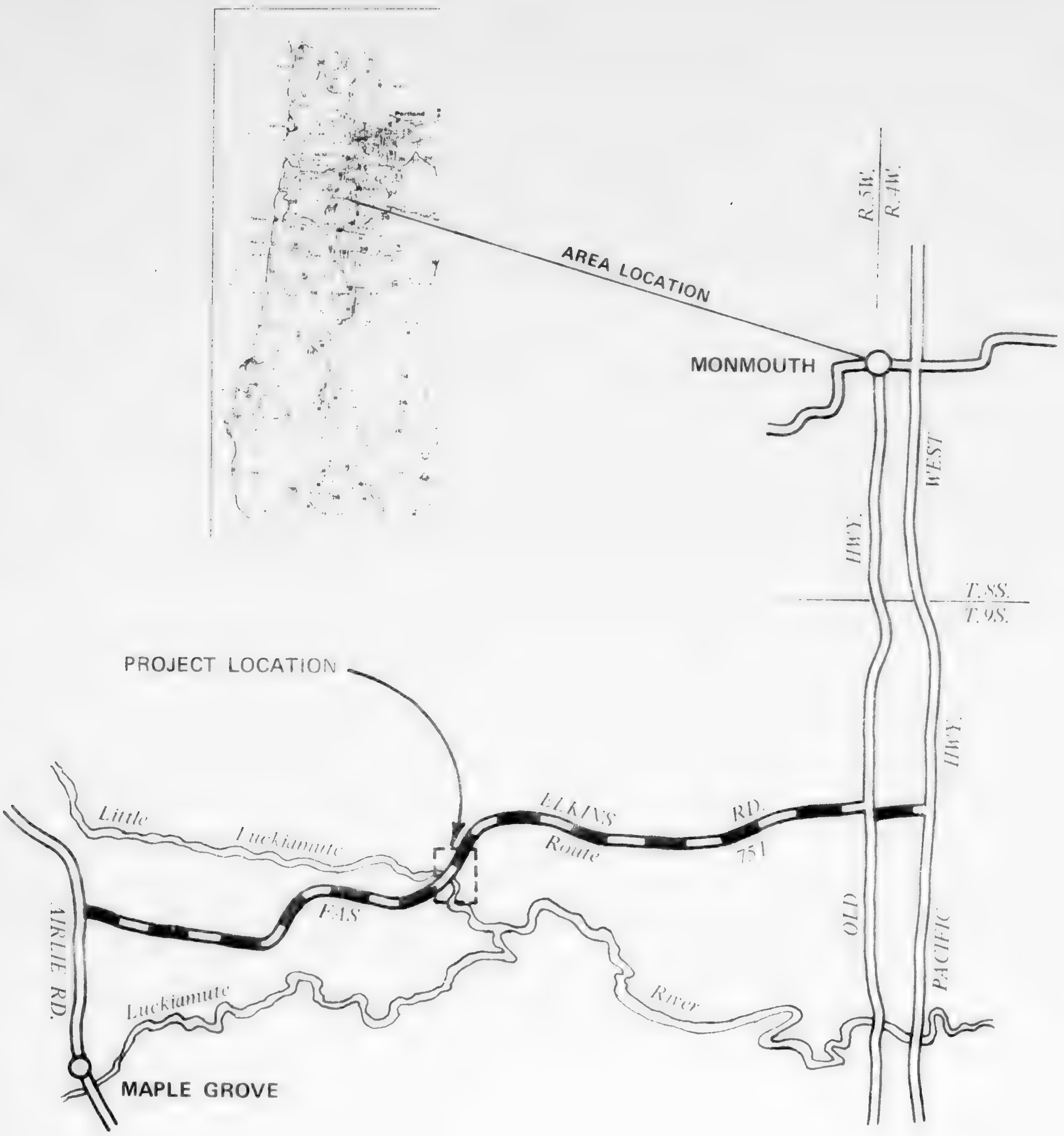
Concur ______________ Date 1 25 74
Division Engineer

DK:ss bb

Attachment
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. W. Rulien
J. H. Versteeg
R. E. Royer
Victor D. Wolfe
H. S. Cox
C. O. Fredrickson

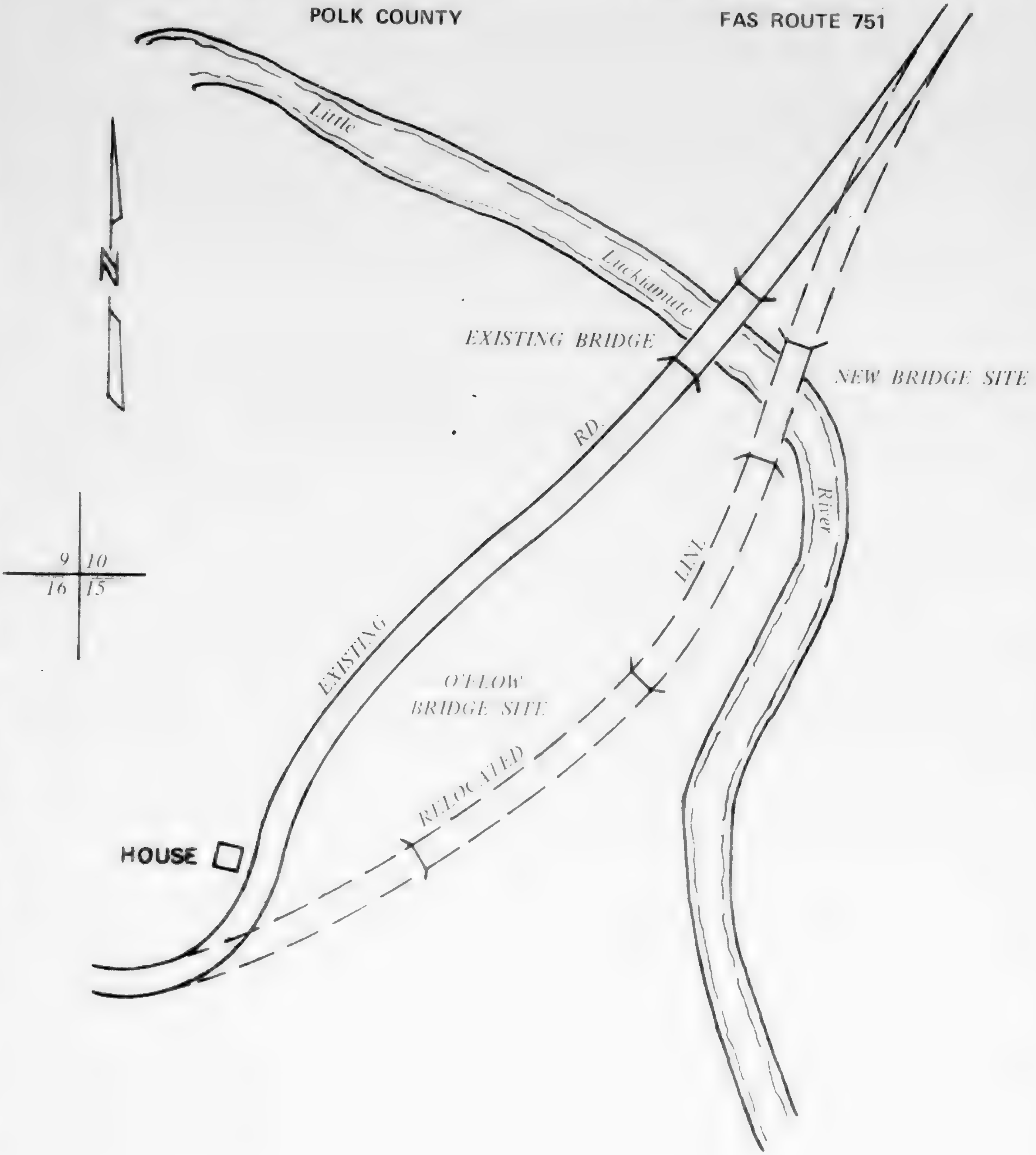
LITTLE LUCKIAMUTE RIVER (ELKINS RD.) BR. SECTION

POLK COUNTY **FAS ROUTE 751**



LITTLE LUCKIAMUTE RIVER (ELKINS RD.) BR. SECTION

POLK COUNTY **FAS ROUTE 751**



cc. E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
C. O. Fredrickson (2
cc's sent 6-6-74

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
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JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

June 4, 1974

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

LITTLE LUCKIAMUTE RIVER (ELKINS ROAD) BRIDGES
FAS 751
POLK COUNTY

The elevation view on the plans indicate it may be feasible to construct No. 2 bent footing in the dry. This would preclude timing restrictions otherwise required for the work on the stream. If construction work is required in the stream, it should be confined to the period of June 1 to October 1. We appreciate the opportunity to review this project.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
May 23, 1974

Duane O. Christensen

FROM: D. O. Christensen
Supervising Design Engineer

TO:
Mr. H. S. Cox
County-City Engineer

SUBJECT:
Little Luckiamute R. (Elkins Rd.) Brs.
Elkins Road, FAS 751
Polk County
Bridges 4580A and 16146

Enclosed are three sets of reduced size prints of preliminary plan and elevation drawings for the subject structures.

The estimate of cost for the Little Luckiamute River Bridge is $184,000 and $266,000 for the overflow structure. These estimates include an allowance for engineering and contingencies. ✓

Please forward these drawings to the County for their approval. We are proceeding with the final design and plans based on a tentative approval from the County.

DOC:dh
Enclosures

cc J. H. Versteeg /w/19 prints (for Land Board and Fish and Game)
H. A. Schell /w/ 2 prints

RECEIVED
COUNTY & CITY SECTION
MAY 23 1974
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☑ UPE ☐ CE ☐ RE ☐ PPE ☐

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: [illegible] County [illegible] bridge relocation
[illegible]

Dear Mr. Cox:

Concerning the matter of a public hearing for the subject project, [illegible] County did the following:

1. Contacted the following owners of property in [illegible] May, 197[illegible]:
   [illegible]
   *Edward [illegible]
2. Explained the project and the purpose of the right-of-way acquisition to each one.
3. All property owners favored the project and none contested the taking of his property for right-of-way purposes.
4. Since each property owner was satisfied with the explanation of the proposal, there were no requests for an additional formal public hearing.

The County has considered the social, economic, and environmental effects of the project and does request location and design approval.

Very truly yours,

[illegible]
County Engineer

* Note: Mr [illegible] couldn't [illegible] anything but did not object to the project.

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE — WEST ASH ST.

PHONE
623-8171
EXT. 47

April 23, 1974

TO WHOM IT MAY CONCERN:

We/ I John + Joyce King, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Elkins county road #15, FAS 751.

John King Jr
Joyce King

Dennis King
(Witness)

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE — WEST ASH ST.

PHONE
623-8171
EXT. 47

NE
171
47

April 23 ,1974

TO WHOM IT MAY CONCERN:

~~We~~ I Robert S Fitzgerald, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Elkins county road #15, FAS 751.

Robert S Fitzgerald

Tom Keen
(Witness)

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☑ ENGR. ☑ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE — WEST ASH ST.

PHONE
623-8171
EXT. 47

April 23, 1974

TO WHOM IT MAY CONCERN:

We/~~I~~ GERARD G. & ANNA K COTE, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Elkins county road #15, FAS 751.

(Witness)

Anna K. Cote

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☒ ENGR. ☒ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE – WEST ASH ST.

PHONE
623-8171
EXT. 47

April 23 ,1974

TO WHOM IT MAY CONCERN:

~~We~~ I Z. O. McGonegal, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Elkins county road #15, FAS 751.

Rolph Hanchon
(Witness)

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ [illegible]
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE – WEST ASH ST.

PHONE
623-8171
EXT. 47

April 22, 1974

TO WHOM IT MAY CONCERN:

We/~~I~~ Mr + Mrs Cutting, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Fl irs county road #15, FAS 751.

Richard M. Cutting

Ralph Blanchard
(Witness)

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE – WEST ASH ST.

PHONE
623-8171
EXT. 47

April 22, 1974

TO WHOM IT MAY CONCERN:

~~We~~ I M. H. Armour, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on Elkins county road #15, FAS 751.

MHArmour

C. Ralph Blambord
(Witness)

Except that the County Eng or State keep the Little Luckiamute channel clear past the first curve of the Little Luckiamute after (down river) ~~from~~ the causeway on the cutting place; and assure clear passage of water thru the causeway and into the river. MHA

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ BPE ☐

COUNTY ENGINEER
POLK COUNTY, OREGON

P. O. BOX 12
DALLAS, OREGON 97338
OFFICE — WEST ASH ST.

PHONE
623-8171
EXT. 47

April 22, 1974

TO WHOM IT MAY CONCERN:

~~We~~/ I Lee Gillian, have no objection to the proposed reconstruction of the Little Luckiamute Bridge Section on [illegible] a county road #15, FAS 751.

Lee H Gillins

Ralph Blanchard
(Witness)

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MAY 20 1974
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☐ UPE ☐ CE ☒ RE ☐ RPE ☐

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 20, 1974

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[illegible] 1 1974
☑ ENGR ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ [illegible] ☐ CE ☒ RE ☒ RPE ☐

Mr. J. D. Walker
County Engineer
Polk County Shops
W. Clay
Dallas, Oregon 97338

Dear Mr. Walker:

Little Luckiamute Riv.(Elkins Rd.) Bridges
Elkins Road, FAS 751
Polk County
Brs. Nos. 4580A and 16146

Attached are two prints of Drawing No. 29412 which is the vicinity map for the subject project.

This drawing has been revised to reflect the raise in grade line as discussed with you on Friday, May 10, 1974. This raise in grade line will provide for approximately one foot clear from the high water elevation of 213.7 to the bottom of the structure beams.

The preliminary drawings for the two structures will be submitted to you in the very near future for your approval.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

Duane O. Christensen
Supervising Design Engineer

DOC/ag
Attachs.
cc H. S. Cox

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

C.R.J. ak.F. MDM ①

APR 17 1974

Negative Declaration
Little Luckiamute River (Elkins Rd.) Brs. Sect.
Elkins Road FAS 951
Polk County

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APR 25 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

LOCATION AND DESCRIPTION OF PROJECT

The proposed project is located where Elkins Road crosses the Little Lukiamute River approximately 5 miles southwest of the City of Monmouth in Polk County, and is situated about one-half mile upstream from the confluence of Little Luckiamute and the Luckiamute Rivers.

The proposal consists of constructing two reinforced concrete structures, both having a clear roadway width of 32 [illegible] with [illegible] alignment. The first bridge will be [illegible] 180 [illegible] over the main river channel and the [illegible] will be approximately [illegible] the [illegible] channel. Polk County will construct [illegible] necessary [illegible], remove the existing bridge, and obtain all necessary rights-of-way and easements.

There will be minimal disruption of traffic during construction since the existing facilities will remain in service until the project is completed and operating

PURPOSE OF PROJECT

The purpose of the project is to replace an obsolete, narrow bridge with a structure that will meet current standards and will provide greater convenience and safety to the road users.

To make the project more effective, the ~~[illegible]~~ overflow structure, together with the higher elevation of the new roadway will not only give relief from flooding but will also provide all-season service to the surrounding community. A hydraulic study is currently being made to determine the proper length of the overflow structure.

EXISTING ENVIRONMENTAL SETTING

The project is situated in a sparsely settled Luckiamute drainage area on the westerly edge of the greater Willamette Valley. The surrounding agricultural community consists of [illegible] [illegible] where diversified farming.

The Little Luckiamute River has its origin in the eastern slopes of the Coast Range west of Falls City and flows in a general easterly direction to a confluence with the larger Luckiamute River and then on into the Willamette River. It is a source of limited irrigation facilities and supports recreational activities. The stream is subject to heavy seasonal rainfalls, consequently frequent flooding occurs on adjacent flood lands.

Elkins road is a local farm-to-market, school bus, and mail route, and carries minor log truck hauling. Being a minor collector route, it has been subjected to an extensive improvement program in recent years. Much of the roadway improvements on Elkins Road and other roads in Polk County have been done with County forces, however, it has been the policy of the County to program its Federal-aid Secondary funds for bridge construction such as is [illegible] proposed here.

Two ownerships lie within or immediately adjacent to the project limits. No dwellings, buildings, business or commercial enterprises, parklands, recreational areas, wildlife refuges, known historic sites, or public lands except for the existing road right-of-way are within or adjacent to the project boundaries. The nearest dwelling is approximately 250 feet from the south end of the proposed overflow structure.

ALTERNATIVES TO THE PROPOSAL In developing the proposal the Polk County road officials considered alternate plans of accomplishing the desired bridge replacement.

The first alternate (the present proposal) calls for a structure along side of and slightly downstream from the existing bridge over the Little Luckiamute River and the construction of an overflow structure on ~~the~~ the new alignment approximately 50 feet southerly from the main stream structure. County forces will construct all new roadways up to and between the new structures. Approximately 50 feet of new right-

way will be needed,* with the resultant loss in farm land. The county, however plans to vacate any unused existing right-of-way and remove the present road way, thus returning it to tillable farm land. The resultant net loss of tillable land will thereby be held to a minimum.
* This first alternative would be accomplished without closing the existing facility to traffic.

A second alternate would call for the [illegible] of [illegible] and the [illegible] of [illegible] bridge, plus the construction of roadways by the county, all on the existing alignment but at a higher elevation. This alternate requires additional [illegible] right-of-way to provide for the [illegible] [illegible] causing some loss of farm land. Since the land on both sides of facility lying south of the river crossing is under the same ownership the new facility, being much higher than the existing road [illegible] [illegible] a definite barrier to farm operations. During the construction of this alternative the road would be closed during the entire construction period.

The third alternative would provide for the construction of a new bridge over the Little [illegible] River on the same grade and alignment as the existing bridge, and leave the existing roadway facility in its present condition and location. This alternative requires no additional right of way, [illegible] costs the least amount to build and will require a shorter road closure time than the second alternate. It would not, however, provide the all-season service which the county has planned for this route.

A fourth alternate would be to repair or partially remodel the existing bridge and not build a new one. This alternate is not economically feasible; [illegible] total replacement [illegible] is [illegible].

The Polk County officials, having considered all of the alternatives and, having the concurrence of the property owner most affected by the project, have deemed the first alternate to be the most feasible. The county believes that this alternate offers the best alignment, has the least detrimental effect on adjacent farm lands, and is in conformance to the wishes of the principle land owner.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most notable impact of the proposal will be the benefits of safety and mobility of an all-season facility to the road user. In addition, a reduction in maintenance costs will be realized.

Circulation of the notice of intent (OMB A-95) has been completed through the State Clearinghouse process. The response indicates concurrence by the Mid-Willamette Valley Council of Governments.

In accordance with the State's standard practices and the special provisions for this project, all necessary pollution control methods will be used during construction to ensure that the Little Luckiamute River, the natural habitat and the surrounding environment , will remain unimpaired. Federal, State and local regulations concerning erosion control, air and water quality will be enforced. Temporary and permanent methods of pollution control will be used, such as prevention of waste, and deleterious materials from entering or remaining in the streambed and adjacent streamside areas. Measures will be taken to assure that turbidity and siltation will not be excessive. In addition, work in the streambed will be kept to a minimum and will be done during low water periods. All parts of the existing bridge will be removed down to or below the natural bottom of the streambed.

Since right-of right-of-way will be acquired, the county will afford the opportunity for a public hearing and will conduct one if necessary. No residents will be displaced nor will any building be affected by this project, there will be some minor adjustments to utilities.

The traffic noise levels associated with the existing roadway will be transferred to the relocated facility. A farm dwelling is located approximately 50 feet from the present road and the new route will be approximately 175 from from the house, thereby placing the source of traffic noises at a greater distance than now exists.

Farming operations will not be impaired. They will, in fact, be enhanced when the existing right-of-way is vacated, and the present roadway is obliterated and returned to tillable farm land.

Very minor inconvenience to the travelling public will occur during construction, however, adequate signing and flagging for the direction and protection of traffic will be provided.

BASIS FOR NEGATIVE DECLARATION The proposed project is need to replace a substandard structure and to provide a higher level of service to the community. The benefits accruing to the public by providing safe structures and an all-season route, as well as by reducing maintenance costs will outweigh any inconvenience to the road use and the small loss of farm land. Detrimental impacts to the local environment, if any, will be negligible.

It is the conclusion of the Polk County Officials and the Oregon Highway Division staff that this proposed project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

PROJECT APPROVED
POLK COUNTY BOARD OF COMMISSIONERS

OK

[illegible]
Chairman

[illegible]
Commissioner

K B Hildebrand
Commissioner

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1974

To:

Mr. Walt Hart
Bridge Engineer

SUBJECT: Little Luckiamute River Bridge
Elkins Road, FAS 751
Polk County

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COUNTY & CITY SECTION
[illegible]

Attached is a copy of the Hydraulics Report on the Little Luckiamute River Bridge and overflow structure for the Elkins Road project. This report has been furnished to the county for their information in selecting the length of overflow bridge. It is recommended in the report that spur dikes be constructed by the county on the upstream side of the overflow bridge and that it be protected with Class 50 riprap.

If there are any questions on this report, feel free to contact Dick Lenz.

Victor D. Wolfe
Location Engineer

Attachment
SHM:jp
cc H.S. Cox
J.D. Walker, Polk County Engineer

HYDRAULICS REPORT
LITTLE LUCKIAMUTE RIVER BRIDGE & OVERFLOW TRESTLE
COUNTY ROAD M-15 (ELKINS ROAD)
POLK COUNTY
APRIL 1974

A study was conducted to develop hydraulic data on the proposed realignment of Elkins Road across the Little Luckiamute River and its floodplain. Existing drainage facilities in the crossing include:

1. A 60-inch corrugated metal pipe (CMP) in "The Old Mill Race" at Station 140+50 Left.
2. A 36-inch CMP at Station 144+50 Left.
3. A 16 x 80-foot Little Luckiamute River Bridge at Station 152+30 Left.
4. A 22 x 38-foot canal bridge at Station 160+30.

One home with outbuildings is located in the floodplain about 50 feet upstream from the existing roadway and about 160 feet Left of Station 141. It is owned by Richard M. and Emily E. Cutting.

During a highwater period (January 15, 1974) an on-site investigation was conducted to determine the actual flooding conditions at the existing Little Luckiamute River Bridge. Water surface elevation was 212 feet (MSL) at that time and Elkins Road was inundated between the Cutting home and the Little Luckiamute River Bridge. The floor of the Cutting home has an elevation of 212.3 feet, 0.3 foot above water on that date. Over-the-road flow was measured by means of current meter readings and computed to be 3,800 cfs.

Information obtained from the US Soil Conservation Service (SCS) includes the following data for the Little Luckiamute River Bridge:

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☑ ☐ GE
☐ CE ☐ RE

Drainage Area = 81.27 square miles

Peak Flood of Record, Elevation = 215 feet MSL (1964)
Recurrence Interval = 91 years
Discharge = 13,000 cfs

SCS data was also used in plotting the following graphs:

Chart 1 - Discharge vs Exceedence Probability

Chart 2 - Elevation vs Discharge

Chart 3 - Discharge vs Hydraulic Gradient

Chart 4 - Backwater vs Trestle Length

Interpretation of the assembled information produced the following data for the existing roadway:

1. Flooding begins at a point left of Station 144+50 at an elevation of 210 feet and has a 62 percent chance of recurrence (1.6-year frequency).
2. Flooding of the canal bridge at Station 160+30 (common to existing and proposed alignments) begins at an elevation of 213 feet with a 6 percent chance of recurrence (17-year frequency).
3. The floor elevation of 212.3 feet in the Cutting home has a 13 percent chance of flooding (7.7-year frequency) under present conditions.

Polk County's proposed drainage facilities for the realigned roadway include:

1. A 300-foot overflow trestle at Station 145.
2. A 120-foot span bridge over the Little Luckiamute River.
3. The existing 38-foot canal bridge.

4. Two plans are under consideration for handling the flow in The Old Mill Race. They are:
   a. a 60-inch culvert as is presently used, or
   b. a ditch to direct the Mill Race flow under the trestle.

A 25-year flood frequency (4 percent chance of recurrence) was chosen for this project with a flood elevation of 213.7 feet and a discharge of 11,000 cfs.

Using Chart 4 it can be determined that the backwater produced with a 300-foot trestle is 0.2 foot. Thus the flood elevation upstream would be increased to 213.9 feet (213.7 plus 0.2). A backwater elevation for other length trestles can be determined in a like manner. Lengthening the overflow trestle beyond 300 feet would not decrease the backwater appreciably as indicated in the Backwater vs Trestle Length chart (Chart 4).

Whether or not the Mill Race is diverted to the overflow trestle will have little effect on the trestle backwater. Relatively little flow is carried by the existing 60-inch CMP under flooding conditions.

The minimum elevation of 215 feet for the realigned road will place it above all but the most extreme floods. However, the canal bridge at the northerly edge of the flood plain has a deck elevation of 213.1 feet and will become the low point of the flood plain crossing. Consequently, the roadway at that location will have a 17-year flood frequency.

"Spur dikes" are recommended at both ends of the overflow trestle. Scour holes develop where the current flowing along the embankment merges with the current through the overflow trestle. A spur dike moves the location of the scour hole from the end of the approach fill to the end of the spur dike. It also increases the efficiency of the waterway opening under the structure. (See the attached drawings for two alternate designs.)

Class 50 loose riprap is necessary along the face of the spur dike. It should also be placed on the end slopes of the approach fills and extended around the radius on the downstream side.

Richard L. Lenz
Hydraulic Engineer

By

Stephen D. Crouch
Hydraulic Specialist

SDC:jp

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1964)
Discharge—c.f.s.	7,600	—
Frequency-yrs	25	91
H.W. Elevation Natural Channel	213.7	215
H.W. Elevation Channel Change	N.A.	N.A.
Average Velocity – f.p.s.	3 –	

Finish grade elevation is 215

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

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COUNTY & CITY SECTION

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

PROPOSED 300' LITTLE LUCKIAMUTE RIVER
OVERFLOW TRESTLE
COUNTY ROAD 15 (ELKINS RD)
POLK COUNTY

COMPILED BY S.D.C.	DATE 3-74

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1964)
Discharge – c.f.s.	2400	—
Frequency – yrs	25	91
H.W. Elevation Natural Channel	213.7	215
H.W. Elevation Channel Change	N.A.	N.A
Velocity – f.p.s.	1.4	—

Finish grade elevation is 218 -

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

PROPOSED LITTLE LUCKIAMUTE RIVER BRIDGE
COUNTY ROAD 15 (ELKINS RD.)
POLK COUNTY

COMPILED BY	DATE
S.D.C.	3-74

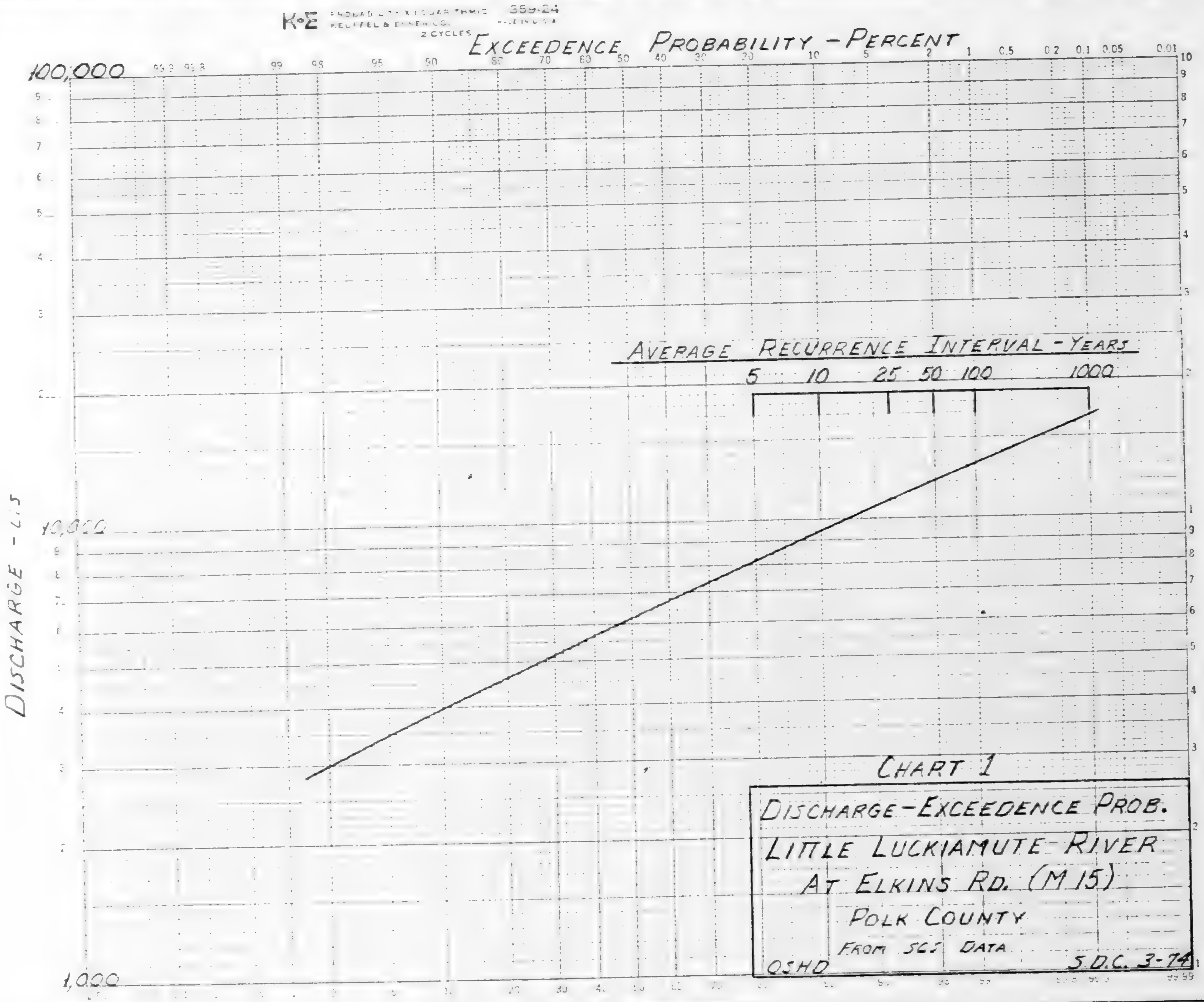


CHART 1

DISCHARGE-EXCEEDENCE PROB.
LITTLE LUCKIAMUTE RIVER
AT ELKINS RD. (M 15)
POLK COUNTY
FROM SCS DATA
OSHD
S.D.C. 3-74

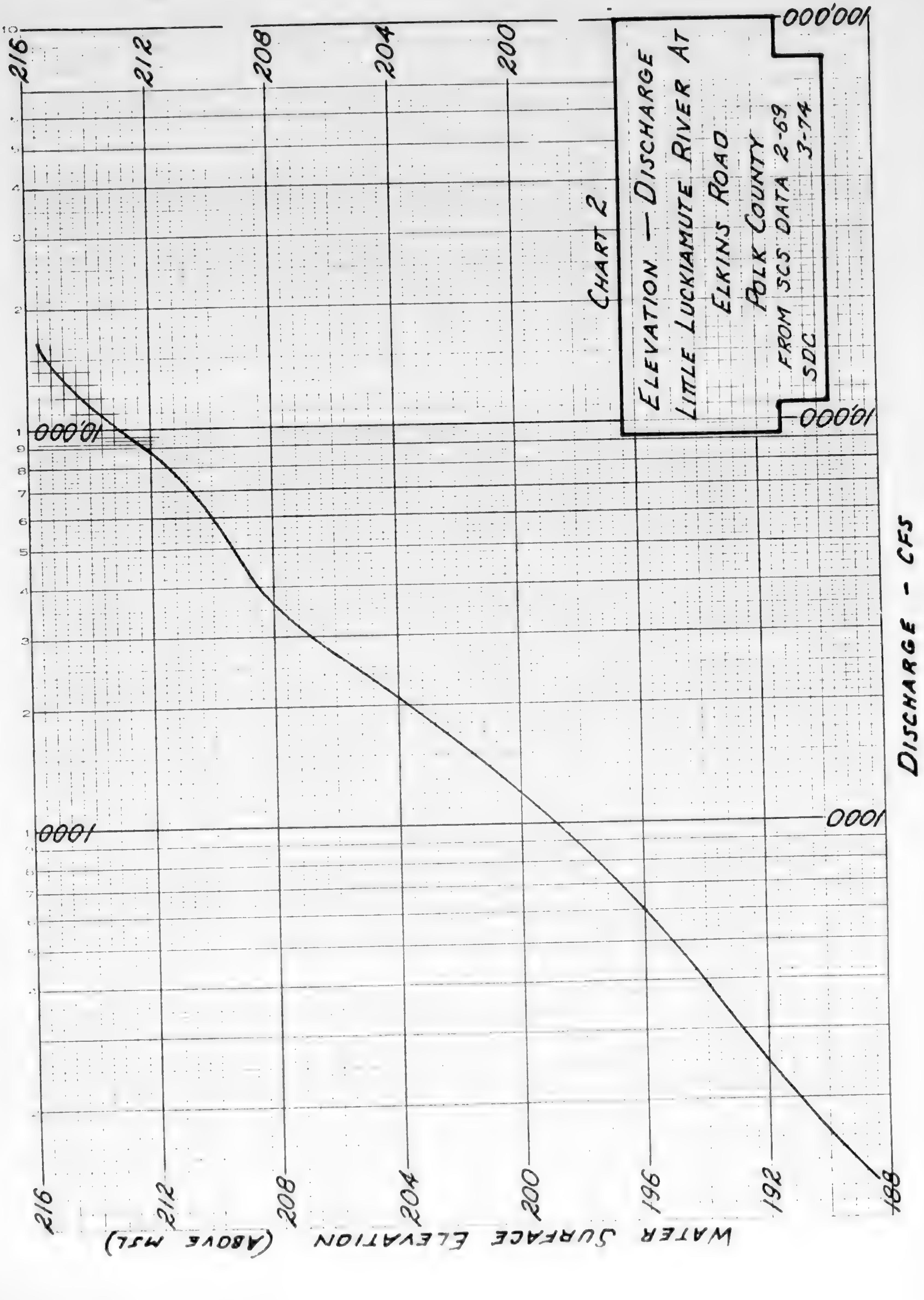


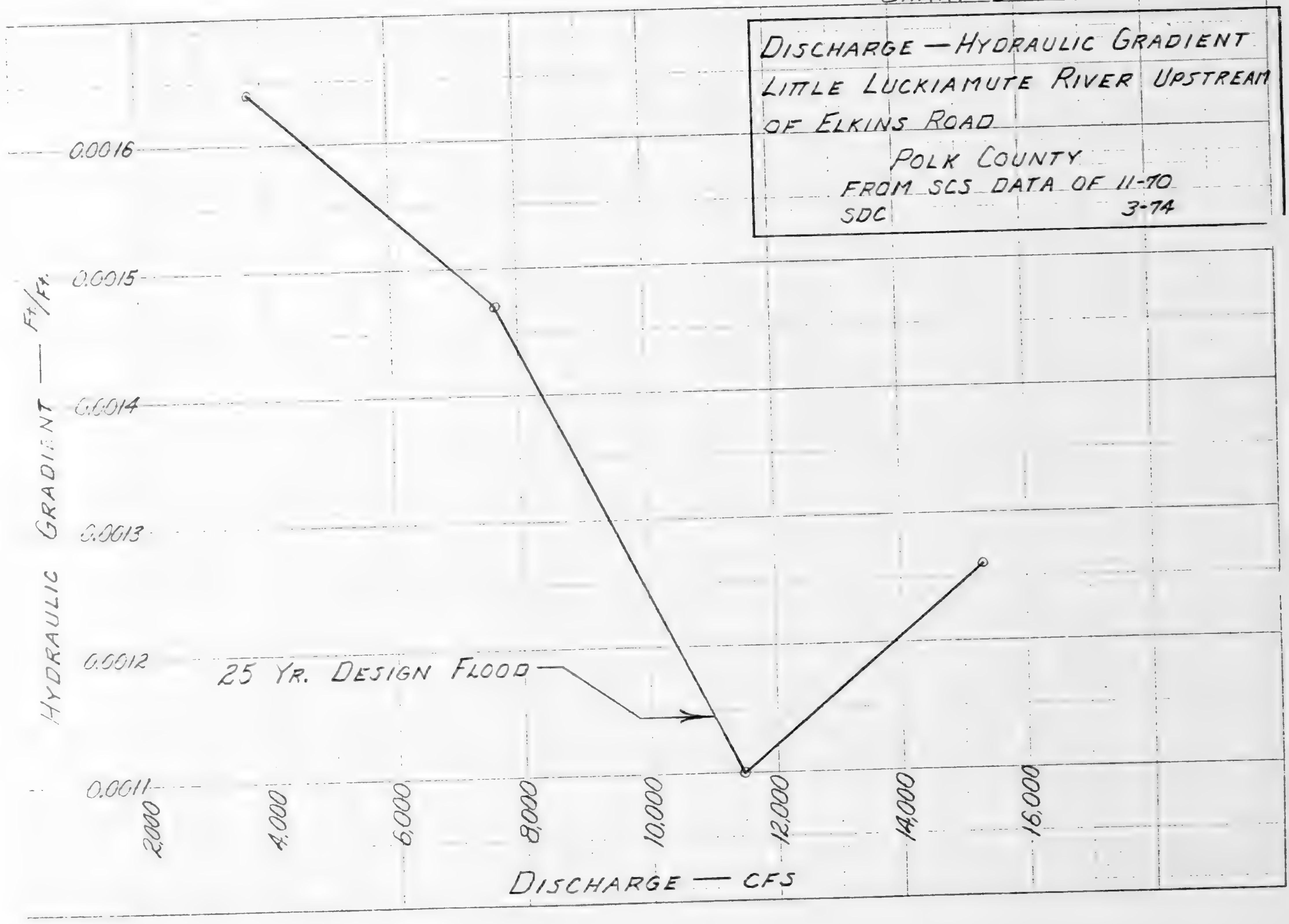
CHART 2

ELEVATION — DISCHARGE
LITTLE LUCKIAMUTE RIVER AT
ELKINS ROAD
POLK COUNTY
FROM SCS DATA 2-69
SDC 3-74

EUGENE DIETZGEN CO.
MADE IN U. S. A.

NO. 340-L310 DIETZGEN GRAPH PAPER
SEMI-LOGARITHMIC
3 CYCLES X 10 DIVISIONS PER INCH

CHART 3



DISCHARGE — HYDRAULIC GRADIENT
LITTLE LUCKIAMUTE RIVER UPSTREAM
OF ELKINS ROAD

POLK COUNTY
FROM SCS DATA OF 11-70
SDC 3-74

LOGARITHMIC 46 7083
KEUFFEL & ESSER CO.

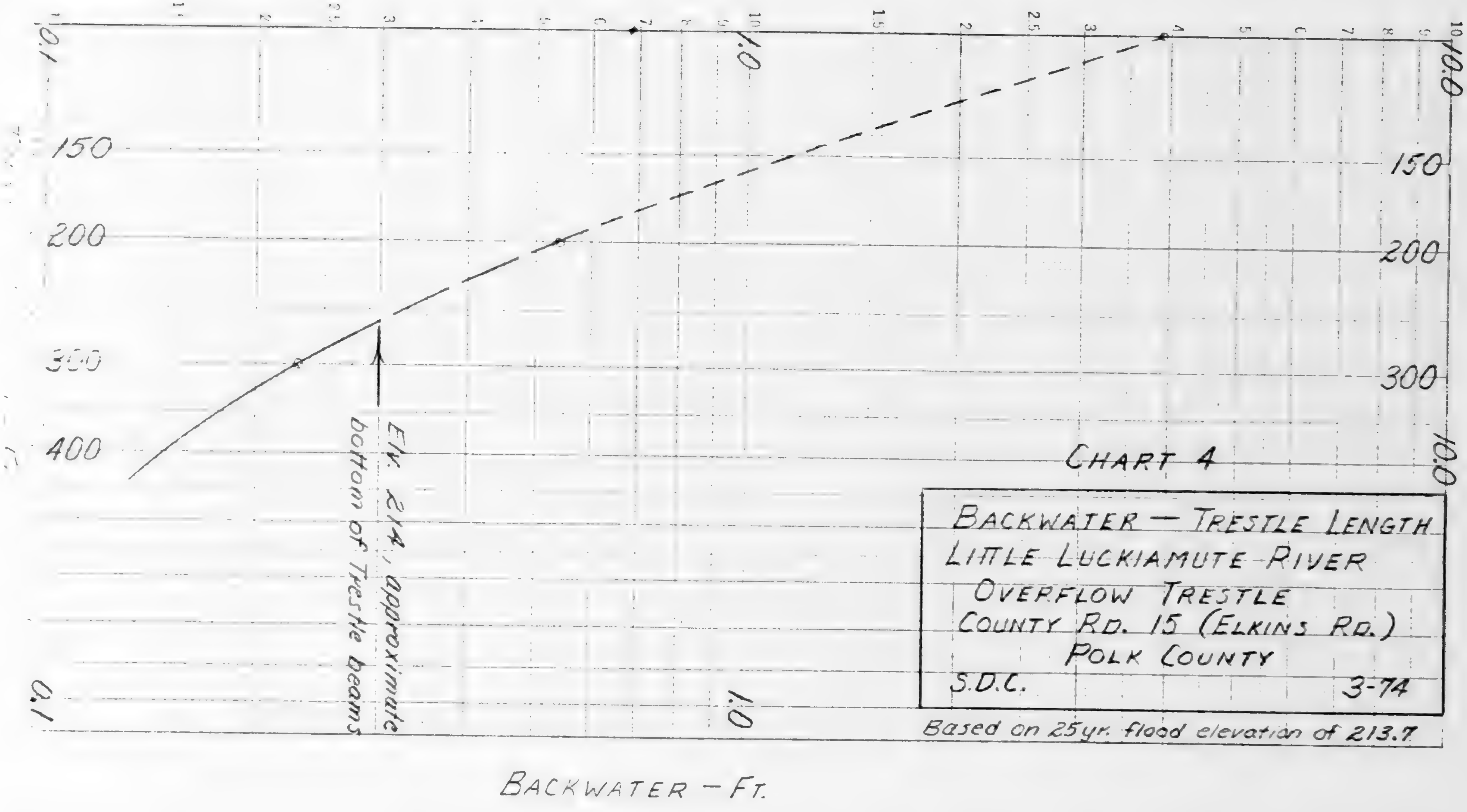
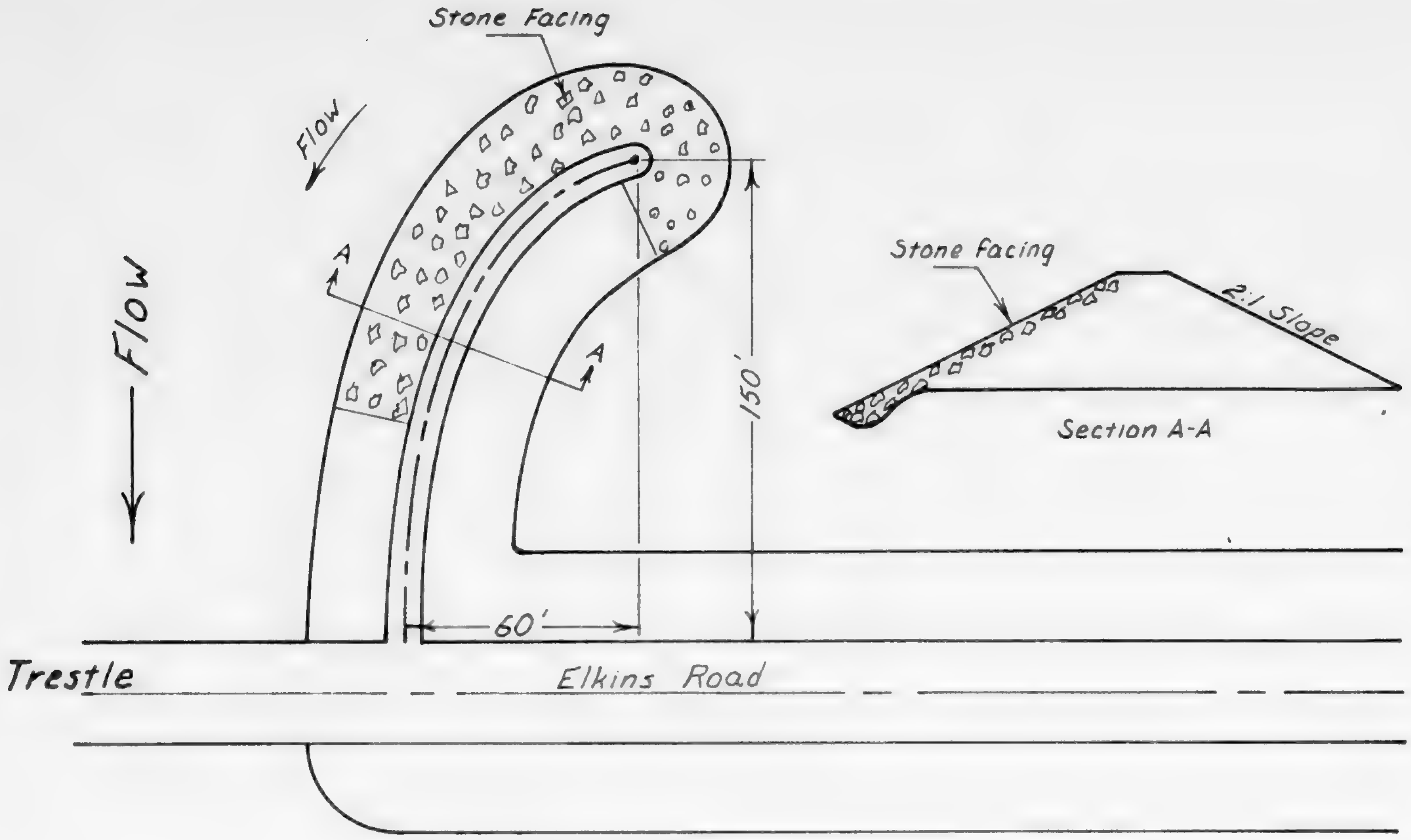


CHART 4

BACKWATER — TRESTLE LENGTH
LITTLE LUCKIAMUTE RIVER
OVERFLOW TRESTLE
COUNTY RD. 15 (ELKINS RD.)
POLK COUNTY
S.D.C. 3-74

Based on 25yr. flood elevation of 213.7

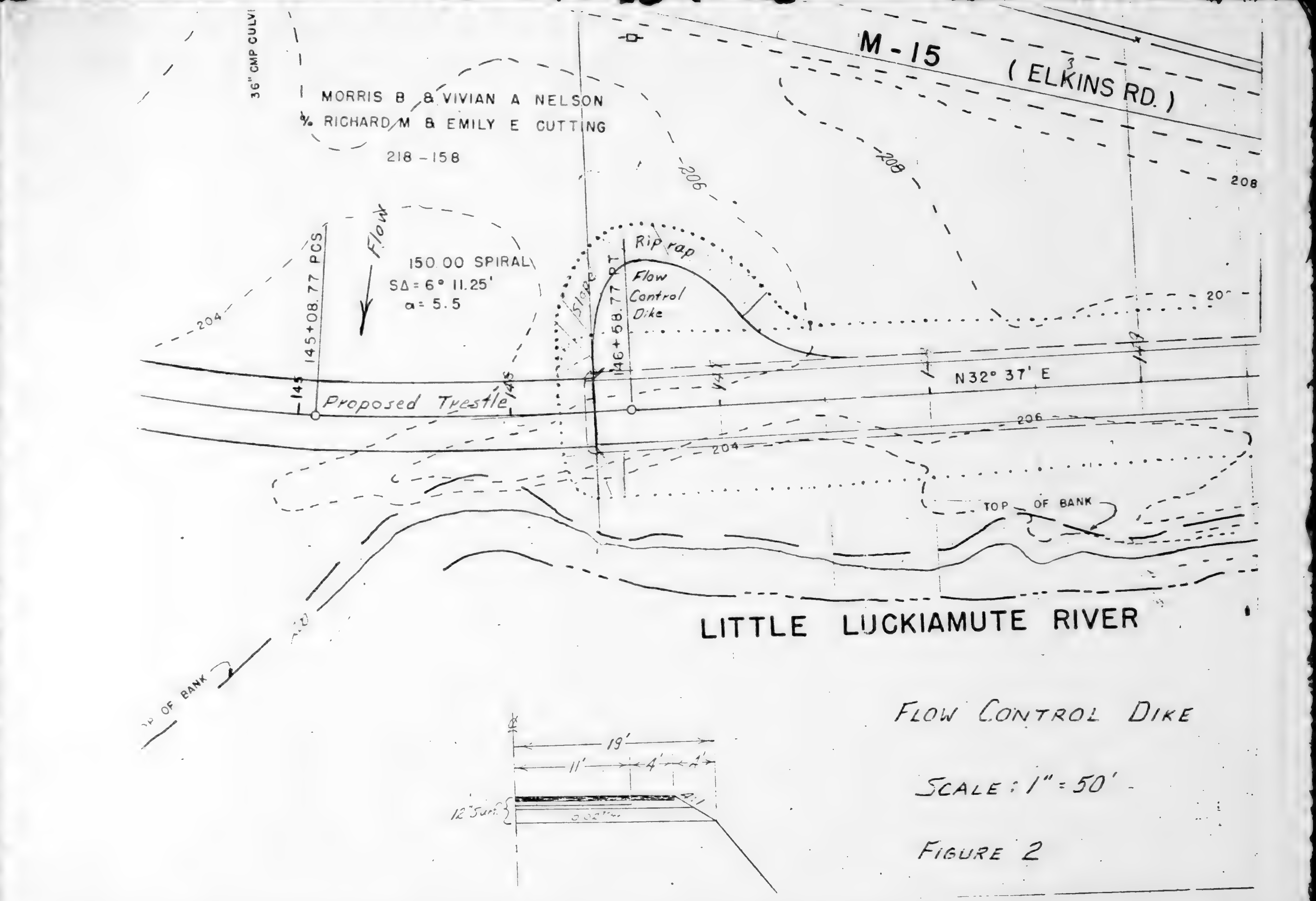


SPUR DIKE
FOR ELKINS ROAD TRESTLE

LITTLE LUCKIAMUTE RIVER POLK CO.

NO SCALE

FIGURE 1



FLOW CONTROL DIKE

SCALE: 1" = 50'

FIGURE 2

January 16, 1974

Monmouth Polk Sun-------------------------------1-3-74

$500,000 bridge construction approved for Elkins Road

716

The Oregon Transportation Commission today approved a Federal-aid Secondary project on FAS Route 751 in Polk County at an estimated cost of $500,000, of which $62,500 will be the cost to the State.

The project involves the construction of two bridges, one an overflow structure, over the Luckiamute River (Elkins Road) Bridges section about six miles southwest of Monmouth. The two reinforced concrete bridges, each having a 32-fout roadway, will be on improved alignment.

The county will be responsible for additional right-of way acquisitions, will construct the road approaches and place the riprap. The existing roadway will be used as a detour during the construction period. The county will remove the existing bridge.

Woodburn Independent--1-2-74

Improvements OK'd

716

The Oregon Transportation Commission today approved street improvement projects totaling $553,000 for 13 small Oregon cities.

The State's share of the costs amounts to an estimated $307,000, which will come from the 1974 special city allotment fund for cities of less than 5,000 population.

State statutes provide that the Commission shall annually apportion $250,000 of the highway fund to cities for maintenance and reconstruction of streets that are part of the State Highway System which are receiving wear through sudden increase in population in the area or heavy and unusual traffic.

Cities in this area receiving approval of projects and estimates of total costs, including special city allotment funds and city participation, include:

Aurora: grade, base and pave 0.16-mile of 1st Street from Pacific Highway to Aurora-Donald Road to provide a 24-foot wide street with 4-foot paved shoulders with cost estimated at $36,000.

Canby: This 0.05-mile project involves grading, base and paving Elm and Grant Streets from Pacific Highway to 1st Avenue. This will provide a [illegible]-foot wide curbed street at an estimated cost of $58,000. The project will also include upgrading two railroad crossings.

Enterprise
Drain----1-3-74

Oregon Using One Million Gallons of Gas Less Monthly

Oregon highway users are consuming about one million gallons less gasoline a month as a result of the state's newly imposed 55 mph highway speed limits.

But the reduced fuel consumption is also resulting in about $70,000 per month less income to the State Highway Division, creating a substantial budget crunch in the Divisoni's operations.

The "good new—bad news" findings are included in a report on the effects of the new 55 mph speed regulation released today by Fred B. Klaboe, administrator of the Highway Division and state highway engineer.

Portland St. Johns Review--1-3-74

Aviation Meeting Set

716

The Oregon Department of Transportation is going to the people in a series of meetings to be conducted in the 14 administrative districts of the state to see what they think of the Oregon Aviation System Plan, it was announced today by George M. Baldwin, Director of Transportation.

The first in the series of meetings will be held in District 2, which includes Clackamas, Columbia, Multnomah and Washington Counties, starting at 1:00 p.m., Monday, Jan. 7. The meeting will be in Rooms B & C, 13th floor, of the Lloyd Building in Portland.

The State System Plan will incorporate a statement of Oregon's aeronautical policies as related to state, local and federal responsibilities. It will provide information concerning the aviation facilities and services required to meet the immediate and future balanced transportation needs of the state.

In addition, it will recommend the general location and characteristics of new airports, the removal of airports providing an unnecessary or undesirable duplication of facilities, and the nature of improvements for existing ones. The plan will also provide information on the timing and the esti-

At the public meetings to be held about the state, people from both the public and private sector, will be asked to respond to the following series of alternatives:

(1) The funding alternatives proposed by the study that will be necessary to finance the System Plan. What type of aviation system does the public want and what are they willing to pay for it?

(2) Alternatives regarding the system of State-owned airports. Does the public want State-owned airports or not? If they want them, what should the picture look like in terms of numbers, locations and standards?

(3) Alternatives regarding the priority listing of airports in the state that should be eligible for assistance with State funds. How many airports should there be and what should their priority be on the list?

(4) Alternatives regarding the priority listing of the 528 physical improvement projects at airports that the communities indicated they needed through 1990. The problem here is to determine their ranking in order to be eligible for state and federal assistance.

Two previous meetings have been held in each administrative district on

---

Oregon City Enterprise-Courier-1-2-74

Aviation plan hearings due

716

The Oregon Department of Transportation is going to the people in a series of meetings to be conducted in the 14 administrative districts of the state to see what they think of the Oregon Aviation System Plan, according to George M. Baldwin, director of Transportation.

The first in the series of meetings will be held in District 2, which includes Clackamas, Columbia, Multnomah and Washington Counties. The session is set for 1 p.m. Monday, Jan. 7. The meeting will be in Rooms B & C, 1st floor, of the Lloyd Building in Portland.

The state "System Plan" will incorporate a statement of Oregon's aeronautical policies as related to state, local and federal responsibilities. It will provide information concerning the aviation facilities and services required to meet the immediate and future balanced transportation needs of the state.

In addition, it will recommend the general location and characteristics of new airports, the removal of airports providing an unnecessary or undesirable duplication of facilities, and the nature of improvements for existing ones. The plan also will provide information on the timing and the estimated costs of development, and will relate airport planning to comprehensive land use, transportation and environmental planning.

The information development will cover an 18-year period, from 1972 to 1990. However, the plan will be segmented into three stages.

Project director is Ray Costello, Aeronautics Division, Oregon Department of Transportation, [illegible] 310; phone [illegible]. Consultant in the development of the plan is Ian Hanna of Peat, Marwick, Mitchell & Co., San Francisco.

Triple trailers

To the Editor: According to a recent Salem news item, the trucking industry has won its special interest request in that the governor has directed the State Transportation Commission to clear the way for increased truck weight limits and will allow greater use of triple trailers on the highways. Some triples are presently allowed on [illegible]

Oregon Times
Portland--1/1974

Running Downtown

716

Since June of 1972, Portland city government has given approval to four proposed buildings above the height of 12 stories in the downtown area. All were primarily "eight-to-five" office buildings and all were contested for their violation of Downtown Plan Goals and Guidelines.

The latest approval, tendered on November 30 to the Davidson Company for the proposed Oregon International Center (formerly Pacific Rim), involved a million and a half square feet of office space, a hotel, Port of Portland headquarters and a conference center.

Located on a Willamette riverfront lagoon which the developers had asked the city to construct and maintain, the proposed complex drew the ire of the Northwest Environmental Defense Center as well as downtown merchants and Tri-Met for its violation of goals regarding height and density on the waterfront, air quality and excess parking (2,100 spaces). Downtown merchants and Tri-Met were particularly concerned that the development would draw tenants from the 5th-6th Avenue Transit Mall, an area slated for a $12 million facelift with public funds and reserved in the Plan for high-density development. In addition the question of encroachment on the adjoining Corbett-Terwilliger neighborhood was raised.

The project received the support of a number of government officials and institutions during its winding path through Downtown Plan Review procedures. Since Greenway funds would be received from the Transportation Commission, Glenn Jackson, transportation and energy czar through his chairmanships of the Commission and Pacific Power and Light, would have some decision making power over the project. That this decision would also affect the value of PP&L property next door to the OIC site was not raised by the applicants.

Though the hearing concentrated upon conformance of the project with

January 3, 1974

Register-Guard
Eugene-----12-17-73

Higher tax needed

Nobody likes increased taxes. But Oregon is facing an emergency that absolutely demands an increase in the gasoline tax, now 7 cents a gallon. If gasoline consumption is cut money will not be available for projects that were supposed to be paid for by gas taxes.

A 30 per cent decrease in gas consumption would cost Oregon almost $20 million a year. Some of this money was planned upon to match federal funds for the building of freeways and other primary highways. Oregon has no other source of match money.

This is more serious than it sounds, because most federally assisted projects are not 50-50 propositions. For freeways, for example, the federal government puts up 92 cents to every 8 cents provided by the state. In other words if the state's match money falls short by $8 million, it stands to lose another $92 million from Washington.

The cities and the counties will hurt, too. Now, 20 per cent of the gas tax revenue goes to the counties, 12 per cent to the cities. These local governments [illegible] expected this money, which is [illegible] in their budgets. If they don't get [illegible] they'll have to cut back drastically [illegible] some programs or find another [illegible] (higher property taxes?) of [illegible] money.

Oregon is not alone in this [illegible]. Nationally, gas taxes bring in [illegible] at rates from 5 to [illegible] cents a gallon. Other states too will have to make up for the [illegible].

A 30 per cent decrease in sales would boost Oregon's needed tax from 7 cents to around 9. But if other states take similar action, Oregon's tax will still be near the middle.

Riding piggy back on these problems is the possibility that voters next May will authorize diversion of gas tax money for mass transit, which may be [illegible]. But that, too, will cut into highway funds, notably for federal match money.

Because of an [illegible] in the state constitution, the Oregon Legislature cannot [illegible] pass a tax increase. Any [illegible] cannot go into effect until 90 days after the end of the session. This provides time for collecting signatures to refer the [illegible] postponing any increase [illegible] after the next election.

[illegible]

Capital Journal
Salem----12-20-73

'14-wide' pilot cars not needed

Trucks towing 14-foot wide mobile homes on four-lane highways no longer will have to be followed by pilot cars.

The Transportation Commission granted the request today of the mobile home manufacturers that they be allowed to discontinue the pilot cars.

Freeway lanes are 12 feet wide, so the 14-foot homes are two feet wider than the lanes.

Other action by the commission:

- Authorized construction of two concrete bridges over the Luckiamute River on a secondary road [illegible] southwest of Monmouth.
- Called for bids on operation of concession stands at Rooster Rock and Silver Falls state parks.
- Ordered [illegible]

La Grande Observer-----12-1[illegible] 73

Traffic study needed

It's high time the City of La Grande paid for some professiona transportation planning information and $5,000 is ~~not too much~~ That will be the city's share of a $30,000 federal TOPICS grant fo a La Grande traffic flow study.

NO!

The city has applied for the grant even though Commissione Kay Campbell believes this is the sort of thing we ought to do fo ourselves.

Ourselves, and ancestors of ourselves, are the ones who messed up what we are driving around on now. La Grande went almost directly from stagecoach to horseless carriage to modern automobile without a great to-do about appropriateness.

Citizens and city fathers missed a golden opportunity when the new freeway was under construction. They should have demanded the Highway Division bring an exit into the city via Second street. Reconstruction of the Second Street Viaduct would not have been such a problem if they had.

And speaking of what we can do for ourselves, just about a year ago the city commission-appointed Second Street Viaduct Committee promised to work out a total transportation plan for La Grande. This kind of a project is beyond the scope of such a committee. That's why nothing has been done and why professional help is needed.

Traffic patterns in and through La Grande have changed dramatically as City Engineer Bill Hamilton points out. These changes must be put into proper perspective and a master plan with reason developed. Otherwise every dollar invested in streets inside the city may be a total loss at some future date.

A sensible traffic flow study of streets and arterials will not pay for a new Second Street Viaduct. But the sure knowledge of where we are going and why is essential.

Without it La Grande can pretty well forget about trying to get new viaduct construction financial support from either the state or Union Pacific Railroad. And without this help citizens won't be able to get where they need to go.

Present bus system is a poor alternative to car

Salem's bus system was designed to serve those who [illegible] transportation, [illegible] the elderly [illegible]

[illegible]

Private consultant ok on bridge sites seen

It's about three months late, but the State Highway Division appears to have selected a private consultant to [illegible]

[illegible]

JAN 1 8 1974

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 10, 1974

Polk County Board of Commissioners
Courthouse
Dallas, Oregon 97338

Attention Mr. J. D. Walker
Engineer

Re: Letter of Understanding for
Right-of-Way
Little Luckiamute River (Elkins Rd) Bridge
FAS ~~401~~ 751
Polk County

Gentlemen:

On December 19, 1973 the State of Oregon, by and through its Oregon Transportation Commission, approved Polk County's request for the construction of two bridges on the Little Luckiamute River (Elkins Road) Bridge Section on FAS ~~401~~ 751. In this request, the County also solicited the assistance of the Highway Division in the acquisition of the necessary additional right-of-way for this project.

Now, in the interest of clarity in the acquisition of this additional right-of-way, it has been determined that both the County and the State mutually understand and agree to the following:

1. State shall assist in property appraisals and review as desired by the County.
2. State shall, in behalf of the County, negotiate and purchase the additional right-of-way for this project in the name of County.
3. County shall reimburse the State for all costs incurred by State in acquiring this additional right-of-way.

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☑ JPE ☑ CE ☑ RE ☒ RPE ☐

4. State shall send the County an itemized statement of the costs along with the final billing.

If the above is also the understanding of Polk County, would you please have the County Commissioners sign in the space provided below, and return one copy to this office for our files.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

January 29, 74

Clifford R. Jones

Copy to:- Ken Chatwood
Rod Henry
C.O. Fredrickson
Vern Skoog

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 20, 1973

TO Executive Department
Federal Aid Coordination Unit

Mid Willamette Valley
Council of Governments
Room 305, Civic Center
Salem, OR 97301

FROM L. H. Young
L. H. Young, Office Engineer

SUBJECT Notice of Intent for FAS-C Funds
State Administrative District No. 3
Little Luckiamute R. (Elkins Rd.)
Bridges
FAS 751
Polk County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is January 31, 1974.

BLG:bb

Attachment
cc: G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
W. J. Hart
F. T. Lacey
C. O. Fredrickson

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Dept. of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. H. Young — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 — 12] PROJECT TITLE [71: Little Luckiamute River (Elkins Rd.) Bridges, FAS 751 District 3

11 — 12] PROJECT LOCATION CITY [45: S.W. of Monmouth — 46] PROJECT LOCATION COUNTY [79: Polk

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

Construct two reinforced concrete bridges, each having a 32-foot roadway. These bridges will be on improved alignment. County is responsible for the additional right-of-way, construct the road approaches and place the riprap. The existing roadway will be used as the detour and county will remove the existing bridge. Utilities are involved.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
390,000		55,000	55,000		500,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23, USC Highways

15 — 12] FEDERAL AGENCY NAME [45: Dept. of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 31 — 45] YEAR [46: 1974

ADDITIONAL INFORMATION — ALL APPLICANTS

EDERAL CATALOG NUMBER OR PUBLIC LAW NO. AND TITLE) 20.205 Planning and Construction

AS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: December 20, 1973

AS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 20, 1973

PROJECT INCLUDES STATE UNDS (12C), IDENTIFY AGENCY State Highway Division

IST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-aid Secondary Road Program

XPLAIN DEVIATIONS (IF ANY) OM PERTINENT PLAN

ederal Congressional District(s) Number(s) 1

State Representative District(s) Number(s) 34

State Senatorial District(s) Number(s) 18

STATE AGENCIES ONLY

S PROGRAM BUDGETED ☐ NON-BUDGETED ☐

TATE SHARE

GENERAL FUND CASH ______

OTHER FUND CASH $______

IN KIND $______

FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
	%___	$___	%___	$___	%___	$___
irst Year	%___	$___	%___	$___	%___	$___
econd Year	%___	$___	%___	$___	%___	$___
ird Year	%___	$___	%___	$___	%___	$___

WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

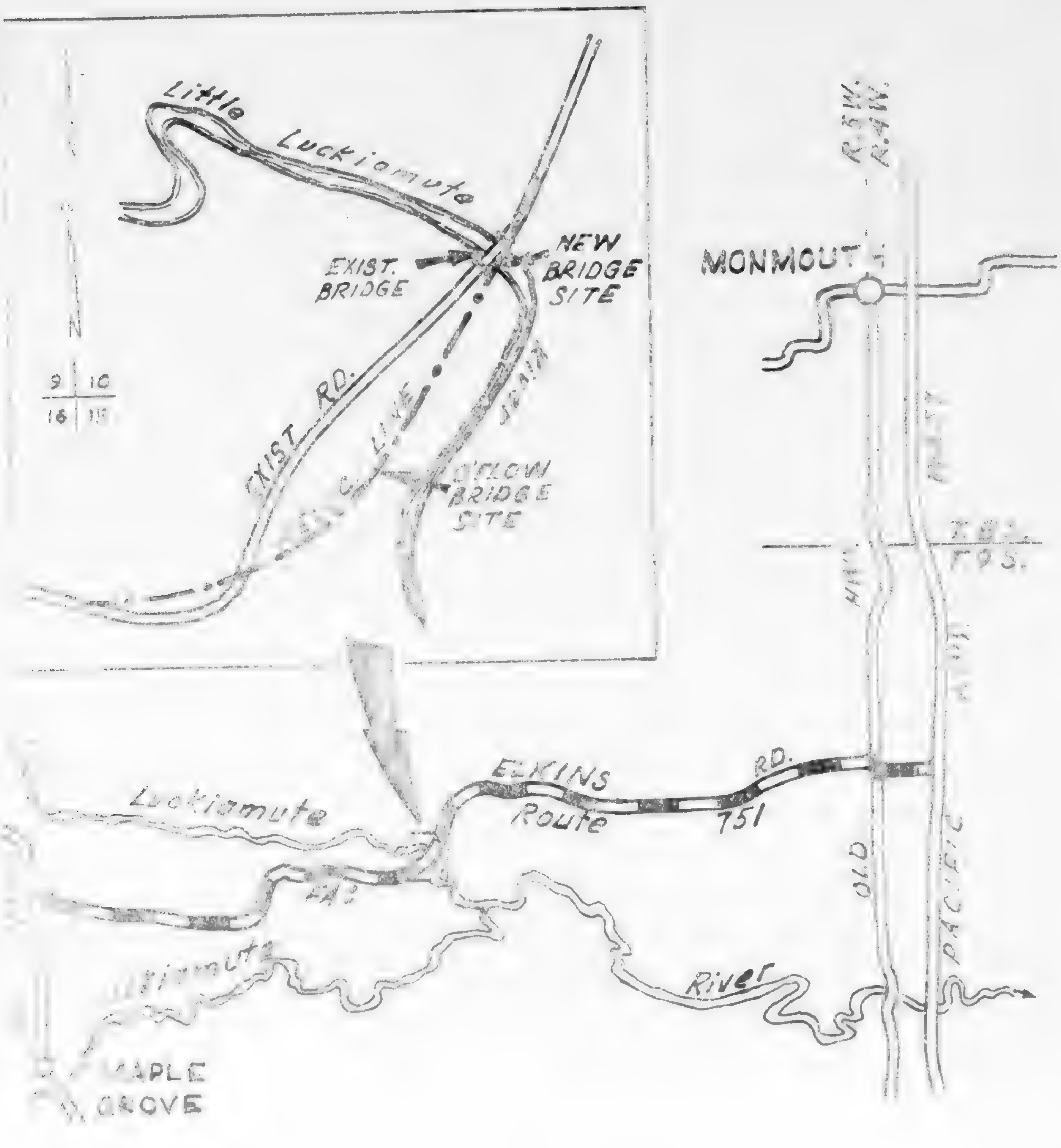
ccounting for this grant be administered by the Executive Dept. Accounting Division? Yes

REMARKS

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SECT.

POLK COUNTY

FAS ROUTE 751



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Project

The accompanying tabulation describes a proposed Federal Aid Secondary project in Polk County.

The request is for two structures; one over the Little Luckiamute River, and the other is an overflow structure nearby, both on FAS 751. The FAS funds required for these bridges are estimated to be $500,000, of which $62,500 will be the cost to the State.

This will be an item on the agenda for the December 19 meeting and I recommend its approval.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. H. Young
V. E. Skoog
C. O. Fredrickson
Gary Sund
Bob Whipps

HR:ljt dpy

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Polk FAS No. 751 Date ____
County Road Name Elkins
Section Name Little Luckiamute Crossing
Type of Project Bridge Structures
Location of Project (Attach sketch map) ____
ADT 100 1971 County Design Speed 50 mph

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes X No ____
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Road Mix Total Travel Width 22'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Cr. Gravel Width Each Side 4'
(AC, Pug Cold Mix, Oil Mat) Total Top Width 30

3. Grading & Drainage:
By County x County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County x County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County x County Date of Completion ____ By Contract ____

6. Binder Course:
By County x County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County x County Date of Completion ____ By Contract ____

8. Clearing:
By County x County Date of Completion ____ By Contract ____

Curbs:
Curbs Required? Yes ____ No x
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between Curbs ____

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☑ UPE ☑ CE ☒ RE ☒ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No___xx___
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population__________ Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes___x___ No__________

12. Will replacement be by: County__________ Contract___x___
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes____ No____**

14. **Will County adjust structure to additional width? Yes____ No____**

15. **Will adjusted width be standard? Yes__x__ No____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes____ No__x__**

17. **Does County wish sight posts installed? Yes____ No__x__**

18. Does County wish State to permanently stripe **project? Yes____ No__x__**

19. Will County do striping? Yes__x__ No____

20. Does County wish guardrail installed? Yes____ No__x__

By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes____ No__x__
By seeding and mulching Yes____ No____
By rock blanket Yes____ No____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes____ No__x__

23. Can through traffic be detoured? Yes__x__ No____

24. Must new detour be constructed? Yes____ No__x__

25. Will detour be ~~constructed and~~ maintained by County? Yes x No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No x

27. Will County sign project outside work area during construction?
Yes_____ No x

28. Will Contractor sign project outside work area during construction?
Yes x No_____

29. Should contract provide for permanent signing? Yes_____ No x

30. Should State do permanent signing? Yes_____ No x

31. Will traffic signals be required? Yes_____ No x
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes_____ No x
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:\____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Little Luckiamute
2. Name of bridge Little Luckiamute
3. Dimensions of existing bridge. Length 140 Roadway Width 16'
4. Type of design and material used in existing bridge. 80' Steel Truss
Approach spans: 1 - 20' S. end, 2 - 20' N. end.
5. Location (please attach map with location marked):__________
Section 10 Township 9S Range 5W W.M.
6. Desired width of proposed bridge 32' Approx. length Main Span 180' Overflow Str. 300'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. **Are sidewalks desired?** Yes____ No__x__
Upstream________ **Downstream**________ **Width**________

8. **Does County wish a particular type of bridge design?** Yes__x__ No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)__Concrete__

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No__x__
Explain________________

10. Foundation Testing: By County? Yes____ No__x__
By State? Yes__x__ No____

11. Will County close road during construction? Yes____ No__x__

12. Can presently established road be used as detour? Yes__x__ No____

13. **Must a new detour be constructed?** Yes____ No__x__

14. **Will detour be** ~~constructed &~~ maintained by County? Yes__x__ No____

15. **Will detour be** constructed & maintained by Contractor? Yes____ No__x__

16. **Will County** sign project outside work area during construction?
Yes____ No__x__

17. **Will Contractor** sign project outside work area during construction?
Yes__x__ No____

18. Approaches or Connections by County Yes__x__ No____
by Contractor Yes____ No__x__
Traveled surface: Type__Road Mix__ Width__22'__
Shoulder surface: Type__Gravel__ Width__4'__
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__x__ No____ Field approach

N.W. quadrant distance from structure________
N.E. quadrant distance from structure, __60'__
S.W. quadrant distance from structure________
S.E. quadrant distance from structure________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__x__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__x__
Use for detour? Yes__x__ No_____
Removed by County? Yes__x__ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__x__ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes__x__ No________ Size Provide for 8" water main
Company Luckiamute Domestic Water Supply
b. Sanitary sewer mains: Yes________ No__x__ Size__________
Company______________________________
c. Storm sewer: Yes________ No__x__ Size__________
Company______________________________
d. Gas mains: Yes________ No__x__ Size__________
Company______________________________
e. Power lines: Yes________ No__x__ Size__________
Company______________________________
f. Telephone lines: Yes__x__ No________ Size__________
Company Pacific Northwest Bell
g Other Utilities: No
____

Does County wish provisions made for future utility attachment to structure? Yes__x__ No________

Does County wish lightpost bases and conduit installed?
Yes________ No__x__

26. Does County wish complete job of illumination in project?
Yes________ No__x__

27. Is project contingent upon other factors? Yes_______ No__x__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: County wishes conference with bridge designer prior to beginning of design work.

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes______ No__x__
   By Consultant? Yes______ No__x__
   By County? Yes__x__ No______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__x__ No______

3. Construction plans and specifications to be prepared:
   By State? Yes__x__ No______
   By Consultant? Yes______ No__x__
   By County? Yes______ No__x__

4. **Does County desire center line to be permanently monumented as part of project? Yes______ No__x__**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes______ No__x__**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. **What is width of existing right-of-way? Maximum** __60__ **Minimum** __60__

2. **Is any additional right-of-way needed? Yes**__x__ **No**____
(State to negotiate for right-of-way in behalf of county & at their expense.)

3. **Will right-of-way be acquired by: Resolution**____ **or Deed**__x__

4. **Should State prepare options? Yes**____ **No**__x__

5. **Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes**____ **No**__x__

6. **Should material source site be included in right-of-way descriptions? Yes**____ **No**__x__

7. **Is there any merchantable timber on right-of-way? Yes**____ **No**__x__

8. **Will timber be reserved for owner? Yes**____ **No**__x__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. **Will timber become property of contractor? Yes**____ **No**__x__

10. Is a hearing necessary? Yes__x__ No____
(NOTE: If right-of-way is procured, if function of **roadway is changed,** an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes__x__ No____ Partially
If yes, give type and name of utility company: Consumers' Power.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes__x__ No____
If yes, give type and name of utility company: Consumers' Power, Luckiamute Domestic Water, Bell Telephone

13. Are utilities on existing right-of-way by permit __x__ or by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No__x__
If yes, give name of irrigation company or district________
and dates between which water can be turned off: From________ To________

15. Are there any railroad crossings? Yes____ No__x__

16. Name of Railroad________

17. Number of tracks: Mainline______ Siding______ Total______

18. **Sight Distance:** ________________ **(Left)** __________________**(Right)**

19. **Number of Trains:** Passenger____________ Speed____________
Freight______________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered; Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No x
By County? Yes x No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

Striping:
To be part of project? Yes_____ No_____
By County? Yes x No_____
By State at County expense? Yes_____ No_____

Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No x
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________________ Quarry ________________ Cinders ________________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township__________ Range________ W.M.

4. If County lease, what are royalty payments? ______________________________

5. Materials furnished by County: Borrow_______ Select Topping _______
   Base Course_______ Level Course_______ Mineral Agregates_______
   Location ______________________________
   Miscellaneous Items ______________________________

Remarks re Section V ______________________________

VI. FINANCIAL DATA

1. Estimated Cost: $________________

2. Available FAS Funds $________________

3. Does County wish advancement of future Federal funds? Yes_____ No_____
   Amount __________________

4. Date match money is available ________________________

5. Will there be any 100% County money? Yes______ No______

6. Maximum amount of 100% County money available: $________________

7. Date County requests letting: ____________________

Remarks re Section VI ______________________________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______________________________

application is the express desire of the County.

application is not complete without an attached exhibit showing location of project.

By ____________________
County Judge or Comm. Chairman

By Clifford R. Jones
County Commissioner

By Clinton E. Carter
County Commissioner

By ____________________
County Engineer or Roadmaster

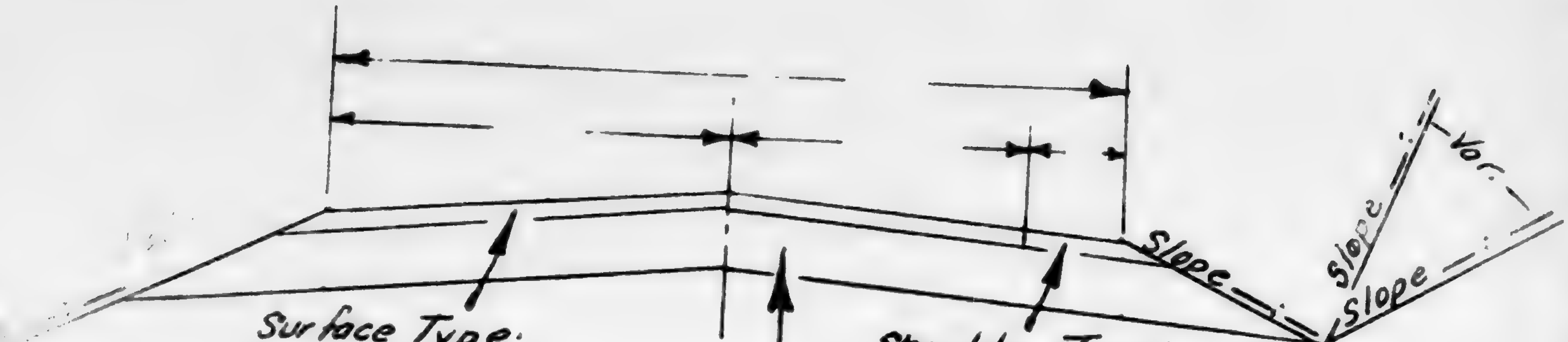
County Polk

Date 11/13/73

____
O.S.H.D. Field Engineer

Date 11-19-73

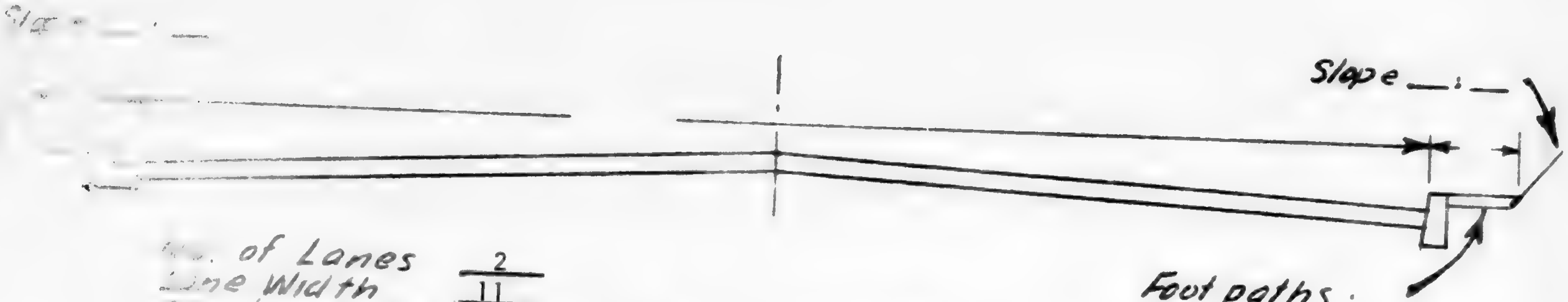
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other Road Mix

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other Gravel

Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___



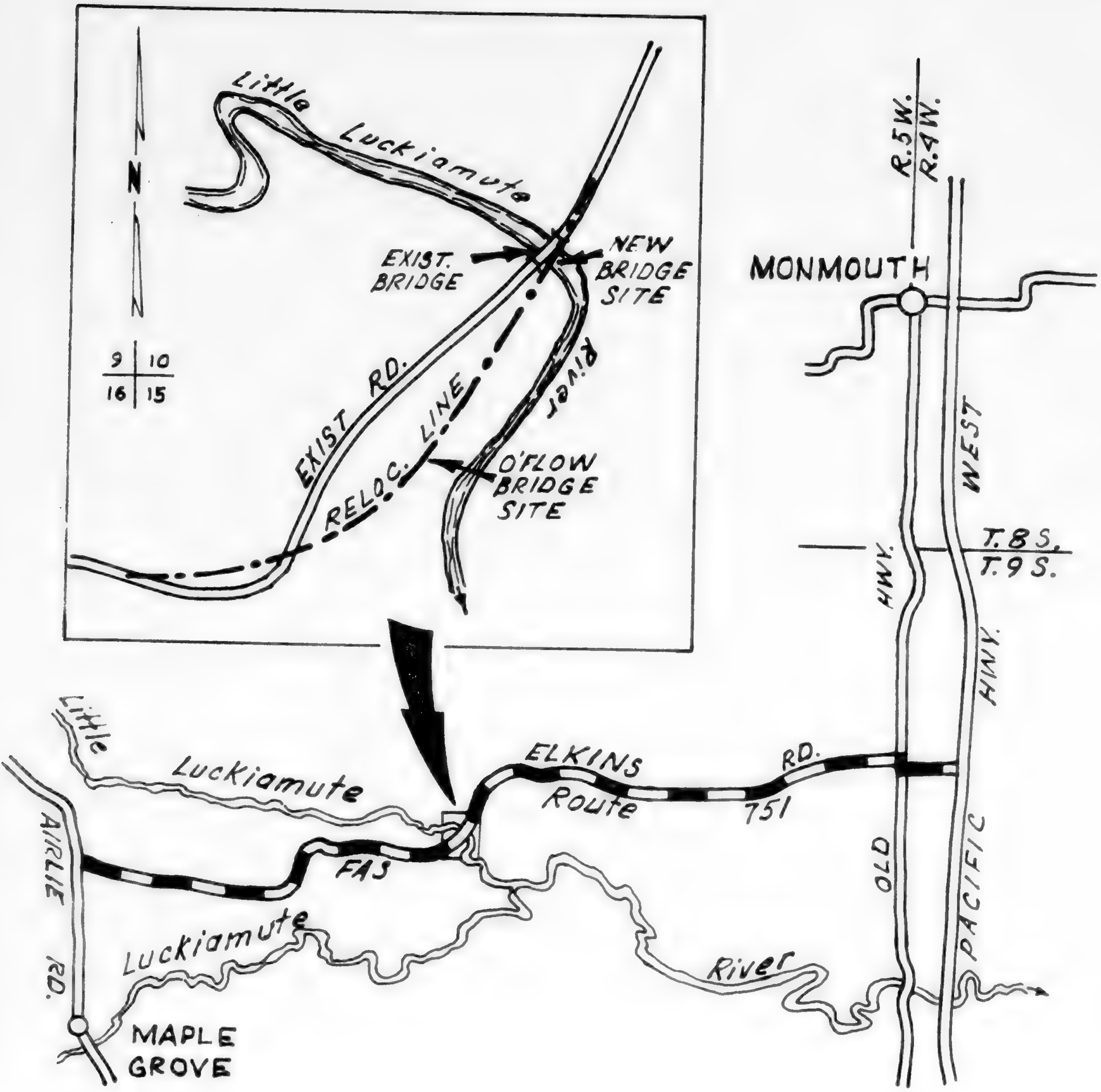
No. of Lanes 2
Lane Width 11
Shoulder Width 4 or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type C ___
Curb & Gutter ___
Other ___

LITTLE LUCKIAMUTE RIV. (ELKINS RD.) BR. SECT.

FAS ROUTE 751 POLK COUNTY



27-30

FORM E-30 REV 10-69

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1973

To: A. E. Johnson
DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Luckimute Overflow Structure
US99 Alternate

We have prepared an estimate for replacing the timber portion of subject structure.

The timber caps are supported on concrete columns, carried by pedestals poured on timber piling cut off below grade some years back. It is proposed to replace the caps, stringers, deck, and handrail. The proposed handrail will be treated 8x8 posts carrying a flex beam guardrail. The stringers are being increased in size and number to support a loading of HS-20 and the deck width will be increased from 21'-5" to 26'-0".

The estimated cost to perform this work is as follows:

118.5 M-FBM treated timber @ $500/M = $59,250

Presently the region does not have the necessary funds to carry out this work.

If you concur in this proposal, please advise if additional funds can be made available and if so, we can proceed immediately to order the material.

George N. Hopkins
George N. Hopkins
REGIONAL MAINTENANCE ENGINEER

GNH/jc

cc: R. N. Bothman
Howard Johnson

1-24-73
Discussed with Boyce, Bothman
on 1-23-73. Boyce will
provide [illegible] maint. funds.

FORM E-30 (REV 10-6)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1973

To: MEMO TO THE FILE

SUBJECT: Bridge Repair
Luckiamute Overflow Structure
US99 Alternate

A meeting was held with Mr. Doug Walker and Mr. John Gorman, Road Superintendent, to discuss the problems of the repair of the overflow bridge south of Helmick Park. Mr. Walker related that the Polk County Commissioners were not interested at this time in taking the road over in its entirety. It was suggested that if the following were done they would feel more inclined:

(1) The bridge superstructure replaced in its entirety with treated timber; (2) The southerly end of the frontage road from its first connection to Highway 99 W south to Suver was abandoned, and (3) Some additional effort to solve the problem of the narrow widths where rutting off occurred was solved with AC.

It is probable that this negotiation should take place in conjunction with other dealings in Polk County that City-County is involved with. I will discuss this with Mr. Si Cox or Mr. Don Harwell.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: A. E. Johnson
Si Cox

NOTED
A. E. JOHNSON

RECEIVED
[illegible]
A. E. JOHNSON
[illegible]

27-30

FORM 2-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1973

NOTED
A. E. JOHNSON

SUBJECT: Critical Bridge
Luckiamute Overflow
Monmouth to Suver Section
US99 Alternate

To: MEMO TO THE FILE

The inspection of this structure was completed at the end of the shift on Wednesday, January 10. This overflow structure is a frame timber of one 18' span and 15 19' spans for a total overall length of 304'.

The timber deck has an asphalt concrete wearing surface with a horizontal clearance of 21'5" and is supported by nine 6x20 stringers on timber caps.

The structure is in a generally advanced state of deterioration. The outside stringers all show from 50 to 100% section loss due to timber rot. The interior stringers show generally about 20% section loss. The deck shows about 20% section loss. The timber caps show about 50% section loss.

Resources are not available within the Region's budget at this time to make a satisfactory repair or replacement to this structure. In the interest of safety the decision was made to immediately limit the structure to one-way traffic. To accomplish this, advanced signing will be installed on each approach to this structure and a physical barrier of timber piling laid longitudinally along each gutter to force traffic toward the center and away from the badly deteriorated outside stringers.

The Traffic Engineer is currently working out a signing and striping proposal. The signing will be done simultaneously with the reduction in horizontal clearance and the striping will be accomplished as soon as weather will permit. This is only a temporary restriction and is being implemented pending a more permanent solution.

George N. Hopkins
REGIONAL MAINTENANCE ENGINEER

GNH/jc
cc: A. E. Johnson ✓
R. N. Bothman
H. S. Cox
Howard Johnson

RECEIVED
JAN 12 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

K 27-29

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1973

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Critical Bridge
Luckiamute Overflow
Monmouth to Suver Section
US 99 Alternate

This bridge has been in poor condition for some time. We are presently reviewing it to make a decision what steps must be taken in the immediate future. The following alternates are the only ones envisioned.

(1) Replace the structure at an approximate cost of $130,000. This cost is predicated on making it a minimum width of approximately 30 feet. If the standards were followed, the bridge would cost $270,000. I would recommend the lesser width.

(2) Replace the bridge with large pipes, dropping the grade line slightly to allow for excess overflow in flooding periods. This does not appear feasible from the velocities and the amount of water flowing through here in periods of flood.

(3) Remove the bridge, deadending this alignment as indicated on the attached map which shows the elements such as out-of-direction travel and improvements that would have to be made under this proposal.

I am to meet with Mr. Doug Walker next Monday and determine under what conditions the County would take over the operation and maintenance of this entire section of highway. It is likely he will request that we place this structure in good condition after which they would consider this transfer.

In line with the above problem, I would request that an Environmental Impact Statement be prepared immediately to determine the impact of closing this facility at the overflow.

It may be cautioned that in light of the inspection being performed today that we may have to close the structure or place a restrictive load limit on it. The costs in removing the bridge and providing cul de sacs would cost approximately $15,000. We will advise you of our continuing action on this problem.

J. B. Boyd
REGIONAL ENGINEER

R
JAN 11 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JBB/jc
CC: R. N. Bothman • Si Cox

May 27, 19[illegible]

Mr. J. D. Walker
County Engineer
Polk County Court House
Dallas, Oregon [illegible]

Subject: [illegible] of Old Pacific
[illegible]
[illegible]

Dear Mr. Walker:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Cw

x

Salem, Oregon
May 1, 1968

To: Memo to the Files

SUBJECT: Monmouth-Suver Section
US99W Alternate

Tuesday, April 30, a review was made of the proposal to abandon or turn over to the County for maintenance all or portions of old 99W between Monmouth and Suver. Present on this review besides myself were J. D. Walker and Ralph Howe, Polk County Engineer and Surveyor respectively.

In regard to abandonment, due to the number of ownerships fronting on the old highway, the only portion possible for abandonment to the abutting property owner was the southerly portion from approximately Station 1370+ to 1398+ (stationing along new highway). The property on both sides of the old highway—in fact, both sides of the new highway—through this area is owned by one party (Falk).

Mr. and Mrs. Falk were contacted regarding this to get their opinions. They were reticent regarding commenting on this. Said they would like to talk it over among themselves. Told them I would contact them again in a week or two. They stated that both the school bus and mail carrier use this portion of the old highway on their routes, under which conditions should the property owners object I would not pursue this abandonment. So advised Mr. Walker and Mr. Howe.

In regard to the County taking over this section of old highway, Mr. Walker indicated they might be receptive to taking this over should we improve the existing structure over the overflow channel just southerly of Helmick Park to where it would be a concrete substructure or possibly portions being treated timbers. He was again going to contact the Court regarding this, but I do not believe this is the time to pursue this as the existing structure with minor maintenance should last for four or five years before complete restoration is needed, at which time I believe the County should be contacted and if they are going to take it over on this basis, to reconstruct this structure.

Cox

R. D. Asbury
Division Engineer

X

RDA:am
cc H. S. Cox

STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, [illegible]

SUBJECT: Monmouth-Suver Sec.,
US 99 Alternate

To:

H. S. Cox
County-City Engineer

Building

Attention Don Harwell

Attached are copies of previous correspondence regarding the Highway Department's desire to transfer the Monmouth-Suver section of US 99 Alternate to Polk County.

There is one structure over an overflow channel of the Luckiamute which will be in need of repair and probable replacement in the next few years. It is possible that the County will object to taking over this section due to this structure.

The obvious answer would be to repair the structure, placing it in [illegible] condition. This is not practical, however, due to [illegible] of [illegible] involved. A better [illegible] would be that when major repairs are needed on the structure, it would be removed. Removal of the structure would re-route the residents of three dwellings and offer only a slight inconvenience to them.

Please negotiate with the County on this basis.

[illegible]

F. S. [illegible]
Maintenance Engineer

FSM:js
Enclosure

cc: R. D. [illegible]

3-22-68

[illegible]
INTERDEPARTMENT CORRESPONDENCE
Salem, Oregon
November 28, 1967

To:

SUBJECT: Monmouth to Suver Section
US 99 Alternate

Mr. Tom Edwards
Assistant State Highway Engineer

Building

Our Division II office has recommended that the Highway Commission transfer the Monmouth to Suver Section of US 99 Alternate to Polk County.

Attached are copies of letters from the Division office and a copy of an estimate of cost of repairing or replacing the bridge at the [illegible]. Also attached is a suggestion that the structure be eliminated and traffic re-routed, which would offer inconvenience to the residents of only two or three dwellings in the area.

I would recommend that County & City Division contact the Polk County Court and work out a possible transfer of this section of highway.

[illegible]

[illegible] Foster
Maintenance Engineer

EFC:aj

Attachments

cc: R. D. Asburry

BUF [illegible]
2-10-68

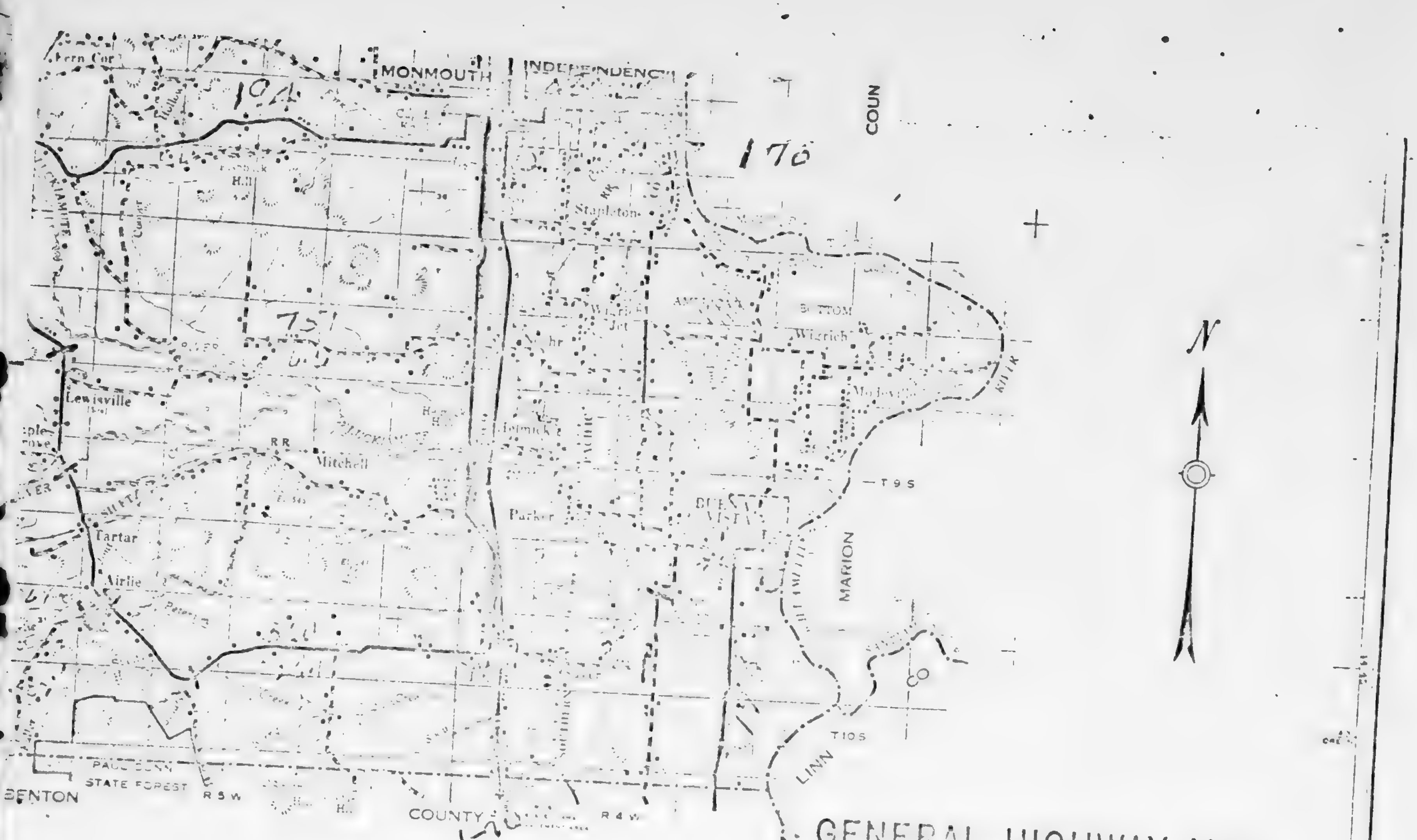
[illegible]

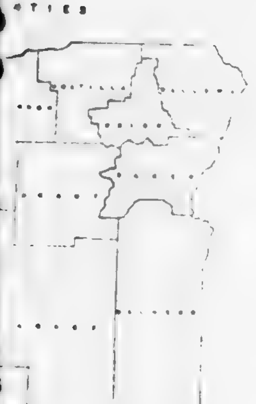
[illegible]
[illegible]
Department

[illegible]

[illegible]

BOF 11-21-67





SHEET 1 OF 1 MAP SHEET AND 4 SUPPLEMENTAL SHEETS

SEE SUPPLEMENTAL SHEET A FOR ENLARGED AREAS

1. GRAND RONDE
2. VALLEY JUNCTION AND VICINITY
3. AREA SOUTH OF WILLAMINA
4. WALLACE BRIDGE
5. BALLSTON
6. BROADMEAD
7. PERRYDALE
8. RICKREALL
9. EOLA

SEE SUPPLEMENTAL SHEET B FOR ENLARGED AREA

10. SALEM AND VICINITY-WEST

SEE SUPPLEMENTAL SHEET C FOR ENLARGED AREA

11. DALLAS AND VICINITY

SEE SUPPLEMENTAL SHEET D FOR ENLARGED AREAS

12. VALSETZ
13. AREA NORTH OF INDEPENDENCE
14. MONMOUTH-INDEPENDENCE AREA
15. PEDEE
16. BUENA VISTA

Fri —
So —
Fos —

GENERAL HIGHWAY MAP

POLK COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1963

SHEET 1

APPROVED JUNE 4 1963

IX

Salem, Oregon
October 23, 19[illegible]7

Mr. Frank Morgan
Construction Engineer
Department

Proposed Transfer
Monmouth to Suver Section
US99 Alternate

We would like to propose the transfer of the above section of highway to Polk County. The following have been my observations:

1) The road is little used except for local traffic.
2) Route closely parallels 99W, always less than one-half mile away.
3) The replacement of a bridge deck on the [illegible] overflow will be necessary in the near future. Cost approximately $30,000.

There appear to be three alternates in the problem of the replacement of the deck at the Luckiamute overflow:

1) Replace the [illegible]
2) Replace the [illegible] at a cost of $[illegible],000. [illegible] slightly to allow for [illegible]
3) Remove the bridge [illegible] in flood periods. On the attached [illegible] of direction [illegible] made [illegible] the road.

It is my recommendation that [illegible] City [illegible] of transfer [illegible] agreement to alternate No. 3 [illegible]

The connection from the present [illegible] surfacing. Once this is done, I can see no [illegible] the [illegible] of this [illegible] travel from four [illegible] living [illegible] County [illegible] tion [illegible]. The [illegible] of the highway is [illegible] condition and with the amount of traffic using it, will last for many years.

These proposals are indicated on the colored [illegible] which is attached to this presentation.

R. H. [illegible]
Division Engineer

By

J. B. [illegible]
Assistant Division Engineer

J[illegible]B:rj
cc: Mr. L. S. [illegible]

[illegible] **ESTIMATE OF COST** [illegible] SHEET 1 OF 1

[illegible] ([illegible])

ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
[illegible] old approach & construct new	[illegible]				$	$ [illegible]
[illegible] of the [illegible] ([illegible]	[illegible])	-				[illegible]
[illegible]	[illegible]	10			[illegible]	[illegible]
[illegible] Conc	Ton	[illegible]			[illegible]	[illegible]
[illegible]inch Culvert Pipe	[illegible]	[illegible]			2.[illegible]	[illegible]
[illegible]						[illegible]
[illegible] bridge						[illegible]
Signing						[illegible]
SUBTOTAL						1[illegible]
Contingencies (10%)						1,[illegible]
TOTAL						12,[illegible]

✓

8152 Chehalem Cr-Dundee Sec of 1975
Pacific Hwy W SW of Newberg
1 mi paving

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 620

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 1-5-76	REPORT MADE BY R. Schimelfenyg, Engr Trainee		PROJECT NO. RF-52(9)
COMPLETION DATE 7-2-575	ACCEPTANCE DATE BY CONTRACT AGENCY 9-17-75	TIME ELAPSED 116 %	CONTRACT TIME 75 CWD
APPROVED EXTENSIONS 12 CWD	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 0 7 1975
Washington

CHEHALEM CREEK-DUNDEE
PACIFIC HIGHWAY WEST
Paving

The project was recommended for approval at the time of final inspection, August 5, 1975, made by P. V. Riedl, Area Engineer, accompanied by OSHD officials. A pending time extension (12 calendar workdays) has subsequently been approved by OSHD and concurred with by FHWA.

RECEIVED
[illegible]

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1/6/76	TITLE District Engineer	DATE JAN 07 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

~~REGION~~ FILE COPY 8152

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE				
Oregon	Yamhill	RF-52(9)		X

ITEM		WAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE			July 1, 1975
20	FINAL CONSTRUCTION	139,560		July 25, 1975
21	LENGTH	1		TOTAL NO. BRIDGES 0

PART B

30	LABOR	TOTAL MAN HOURS 1618	GROSS EARNINGS $15,815

ITEM			
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	117,000
9			15,000
1	CEMENT		141
2			5,400
92			820
3			123,500
4			
5			
7			
8			
10			
11			
12			
15			
16			
17			
18			
19			
23			
24			

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 [illegible] Federal [illegible] the installation of [illegible]

[illegible]

original [illegible]

"fast" copies [illegible]

[illegible] to the nearest whole [illegible] should be reported to the nearest [illegible]

Part A INFORMATION [illegible] WAY ADMINISTRATION [illegible] PPM 20-2, 20-6-1 [illegible]

Final Construction Cost [illegible]

Length of Project [illegible]

Part B INFORMATION TO BE [illegible] IMMEDIATELY UPON COMPLETION [illegible]

Specific Instructions for the Following Numbered [illegible]

Item 1 [illegible]

Items 2 and 92 [illegible] Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet (MFBM) [illegible]

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER [illegible]	ivi U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Yamhill
MODIFICATION NUMBER 1		PROJECT NUMBER RF-52(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 15, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 150,472	$ 157,458
Federal funds	$ 117,654	$ 123,116
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the [illegible] day of [illegible], 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
G. L. Green *(Division Engineer)*

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 16, 1975

Federal-aid Project
No. RF-52(9)

CHEHALEM CREEK-DUNDEE SECTION
PACIFIC WEST HIGHWAY
YAMHILL COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 35+00 to Sta. 88+08.06)

Subtotal on Previous Estimate of April 9, 1975			$132,575.00
Previous Estimate			
Aggregate Shoulders	350 cu.yd.	7.50	2,625.00
Revised Estimate			
Aggregate Shoulders	806 cu.yd.	7.50	6,045.00
SFO 1 -- Permanent Striping	All Required		400.00
EWO 2 -- Remove Soft Spots and Broken Pavement	All Required		525.68
			$ 6,970.68
	Increase		$ 4,345.68
	Subtotal		$136,920.68
	Engineering		20,537.32
	Total		$157,458.00

Length of Project - - - 1.005 Miles
Cost of Roadway Per Mile $156,674.62

Federal Funds -	$123,116.00
State Funds -	34,342.00
Total	$157,458.00

Group 1 - 100%

Contract No. 8152

Prefix: 36-1065

September 26, 1975

Rowell & Wickersham
Masonic Building
P. O. Box 472
McMinnville, Oregon 97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8152 for work on the Chehalem Creek-Dundee Section of Pacific Highway West in Yamhill County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 12 days is granted. This is because of preparatory work done within the project limits by State maintenance forces, and an overrun in the shoulder aggregate quantity. This extension deletes all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr js

bc: F. B. Klaboe
E. S. Hunter
C. T. Keasey w/att.
V. E. Skoog w/att.
C. O. Fredrickson w/att.
Robert Church w/att.
Dick Hacek w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 30[illegible]
Salem, Oregon 97308

DATE: September 24, 1975

In reply refer to: 1041[illegible].3

SUBJECT: Oregon Project PF-52(9)
Chehalem Creek–Dundee Section
Request for Time Extension

FROM : C. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: W. S. Coulter, Assistant State Highway Engineer

Your letter of September 3 furnished information concerning an overrun of contract time on the subject project.

Due to the delay in performing the maintenance patching and the additional work required to complete the project we concur in your request to extend the project by 12 days.

G.K Hossner
for C. L. Green

RECEIVED
SEP 25 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG
SEP 25 '75
REFER TO

1859

ROBERT W. STRAUB
VERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

**OREGON STATE
HIGHWAY DIVISION**

DATE September 9, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
for Assistant State Highway Engineer

SUBJECT Chehalem Creek-Dundee Section
Contract No. 8152, FAP No. RF-52(9)
Request for Time Extension

Rowell and Wickersham have requested a 12-day extension because of preparatory work done within the project limits by State maintenance forces and an overrun in the shoulder aggregate quantity. The bids on this project were opened March 27, 1975 and the day count started April 26 with 75 days allowed. Work consisted of adding paved shoulder width on one side (each direction) and a modified "C" mix overlay over the entire roadway, followed by "reshape existing rock slope." The project was completed July 25 with 12 days of liquidated damages assessed at $100 per day.

At the preconstruction conference, it was brought up that a better project would be achieved by doing some maintenance AC patching ahead of the contractor. Also, the contract plan contemplated that, where existing rock slopes were to be reshaped, there would be sufficient shoulder width and existing rocked area to accomplish this. While contract time was being counted, the maintenance forces used four days for AC patching and another three days in June for adding shoulder rock. This covered a period of 13 calendar days overall. The contractor then started his work July 1. After the contractor's paving was completed, there was still insufficient shoulder rock in some areas to obtain the new rock slope to the top of the new pavement. This was added by the contractor and involved a 459 cubic yard overrun of the shoulder aggregate item. This would justify an additional four days based on average rates of production.

Your concurrence is requested in a 12-day extension which will delete all liquidated damages.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
Robert Church
Dick Hacek

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8152

Salem, Oregon

September 4, 1975

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Chehalem Creek-Dundee Section
Contract No. 8152
Request for Time Extension

Rowell and Wickersham request 12 days extension because of preparatory work done within the project limits by State maintenance forces, and an overrun in the shoulder aggregate quantity. The bids on this project were opened March 27, 1975 and the day count started April 26 with 75 days allowed. Work consisted of adding paved shoulder width on one side (each direction) and a modified "C" Mix overlay over the entire roadway, followed by "reshape existing rock slope".

At the preconstruction conference, it was brought up that a better project would be achieved by doing some maintenance AC patching ahead of the contractor. Also, the contract plan contemplated that where existing rock slopes were to be reshaped, there would be sufficient shoulder width and existing rocked area to accomplish this. While contract time was being counted, the maintenance forces used four days for their AC patching and another three days in June for adding shoulder rock. This covered a period of 13 calendar days over-all. The contractor then started his work July 1. After the contractor's paving was completed, there was still insufficient shoulder rock in some areas to obtain the new rock slope up to the top of the new pavement. This was added by the contractor and involved a 459 cubic yard overrun of the shoulder aggregate item. This would justify an additional 4 days based on average rates of production. The project was completed July 25 with 12 days liquidated damages assessed at $100 per day.

We concur with the Region recommendation for a complete time extension. This is a rural Primary project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8152 Contractor Rowell and Wickersham

Highway Pacific West

Section Chehalem Creek-Dundee

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

State Force Work on the project, overrun of the shoulder aggregate quantity and plans modification more than justifies the requested 12 calendar workdays which eliminate all liquidated damages.

Recommended for Approval:

Arnold Wimer
[redacted]
REGION CONSTRUCTION ENGINEER

for Construction Engineer ~~or~~
~~Bridge Engineer~~

Asst. State Highway Engineer

Contract No.	8152
Project designation	RF-52(9)
Date awarded	April 4, 1975
Work started	April 26, 1975
Per cent completed	100% - July 25, 1975
No. of Workdays Allowed	75 cwd's
No. of Workdays Used	87 cwd's
No. of Added Workdays Requested	12 cwd's

SP*6296-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date [illegible], 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7-14-75 days to 7-[illegible]-75 days, within which to complete our Contract No. 8152, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This request is for [illegible] (7[illegible]) [illegible]

Respectfully submitted,

[illegible]
Contractor

By [illegible]

CONSENT OF SURETY

Date [illegible], 19

We, [illegible]

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible] Attorney-in-fact

(SEAL)

Resident Agent

September 24, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On September 18, 1975, we wrote to you concerning release of final payment on Contract No. 8152 awarded to Rowell & Wickersham for work on the Chehalem Creek-Dundee Section of the Pacific Highway West in Yamhill County.

Final payment on this contract is $6,844.13 and the total contract amount is $137,960.14 including $540.03 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Rowell & Wickersham
Box 472
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

DATE September 9, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
for Assistant State Highway Engineer

SUBJECT Chehalem Creek-Dundee Section
Contract No. 8152, FAP No. RF-52(9)
Request for Time Extension

Rowell and Wickersham have requested a 12-day extension because of preparatory work done within the project limits by State maintenance forces and an overrun in the shoulder aggregate quantity. The bids on this project were opened March 27, 1975 and the day count started April 26 with 75 days allowed. Work consisted of adding paved shoulder width on one side (each direction) and a modified "C" mix overlay over the entire roadway, followed by "reshape existing rock slope." The project was completed July 25 with 12 days of liquidated damages assessed at $100 per day.

At the preconstruction conference, it was brought up that a better project would be achieved by doing some maintenance AC patching ahead of the contractor. Also, the contract plan contemplated that, where existing rock slopes were to be reshaped, there would be sufficient shoulder width and existing rocked area to accomplish this. While contract time was being counted, the maintenance forces used four days for AC patching and another three days in June for adding shoulder rock. This covered a period of 13 calendar days overall. The contractor then started his work July 1. After the contractor's paving was completed, there was still insufficient shoulder rock in some areas to obtain the new rock slope to the top of the new pavement. This was added by the contractor and involved a 459 cubic yard overrun of the shoulder aggregate item. This would justify an additional four days based on average rates of production.

Your concurrence is requested in a 12-day extension which will delete all liquidated damages.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
V. E. Skoog
Robert Church
Dick Hacek

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION

WEEK ENDING

SECTION PREFIX

HIGHWAY

COUNTY

NAME OF JOB

KIND OF WORK

CONTRACTOR

CONTRACT NUMBER

DATE OF CONTRACT

FEDERAL AID PROJECT NUMBER

DATE WORK STARTED

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN
SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION $

EXCLUSIVE OF ENGINEERING $

ENGINEERING AUTHORIZATION $

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $

ENGINEERING COST TO DATE $

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED PERCENT OVERRUN / UNDERRUN %

PERCENT OF AUTHORIZATION %

DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					
EQUIPMENT USED DURING THE WEEK					

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				K
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 13 19[illegible]
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	[illegible]
MONDAY	[illegible]
TUESDAY	[illegible]
WEDNESDAY	[illegible]
THURSDAY	[illegible]
FRIDAY	[illegible]
SATURDAY	[illegible]

REMARKS

[illegible]

SIGNED C E Payton LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4-9-75	STATE Oregon COUNTY Yamhill PROJECT NO. RF-52(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, 0.4 mi. S.W. of Newberg, S.W. 1.0 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-5-75	1.005
OTHER *(Specify)*		

FUNDS PRO Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 150,472	FEDERAL FUNDS $ 117,654

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________ *(Division Engineer)*
G. L. Green

Date executed by Division Engineer ______________________

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. RF-52(9)

CHEHALEM CREEK - DUNDEE SECTION

PACIFIC WEST HIGHWAY IN YAMHILL COUNTY

Salem, Oregon, April 9, 1975

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 35+00 to Sta. 88+08.06)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Temporary Signs	195 sq.ft.	11.00	2,145.00
Flagmen	80 hour	13.00	1,040.00
Preparation of Shoulders	2 mile	3,000.00	6,000.00
Watering	10 M-gal.	10.00	100.00
Aggregate Shoulders	350 cu.yd.	7.50	2,625.00
Class "C" Asphalt Concrete Mixture in Leveling & Base Course	2,600 ton	9.75	25,350.00
Class "C" Modified Asphalt Concrete Mixture	3,500 ton	12.00	42,000.00
Asphalt Cement in Mixture	400 ton	100.00	40,000.00
Portland Cement Additive in Class "C" Modified Mixture	34 ton	100.00	3,400.00
Asphalt in Tack Coat	12 ton	120.00	1,440.00
Extra for Asphalt Approaches	31 only	125.00	3,875.00
			$131,975.00

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 100.00
Remove Soft Spots and Broken Areas (E.W.)	All Required	500.00
		$ 600.00
	Subtotal	$132,575.00
	Engineering	17,897.00
	Total	$150,472.00

Length of Project - - - - 1.005 miles
Cost of Roadway Per Mile- $149,723.38

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 500.00
Permanent Striping (S.F.)	All Required	400.00
	Subtotal	$ 900.00
	Engineering	121.00
	Total	$ 1,021.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$150,472.00	$117,654.00	$32,818.00
Retained in Program	1,021.00	798.00	223.00
	$151,493.00	$118,452.00	$33,041.00

Group 1 100%

Contract No. 8152

Prefix No. 36-1065

CHEHALEM CREEK - DUNDEE SECTION

Nonparticipating - State Work

Set Mail Box Posts (Cont. Bid Item)	20 only	35.00	$ 700.00
Furnish Mail Box Posts (S.F.)	All Required		350.00
			$ 1,050.00

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-52(9)

STATE PROJECT NO.
CHEHALEM CREEK - DUNDEE SECTION

FROM: C. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME YAMHILL
	ITEM NO. RF-35	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR.
MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED MARCH 5, 1975	DATE AUTHORIZATION EFFECTIVE MARCH 5, 1975	FEDERAL ROUTE NUMBER PRIMARY ROUTE 9 STATE ROUTE NUMBER PACIFIC HIGHWAY WEST ROUTE 1W

GENERAL LOCATION:

SOUTHERLY FROM NEWBERG 1 MILE

GENERAL DESCRIPTION OF WORK:

PAVEMENT OVERLAY

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)
TEMPORARY EROSION CONTROL $100.00
[illegible] BROKEN AREAS 500.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

[illegible] CHANGE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AND [illegible] YOUR ESTIMATE.

[illegible] MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

[illegible] HAVE BEEN REVIEWED AND ARE APPROVED FOR THE SUBJECT PROJECT.

SIGNED TITLE SHEET IS RETURNED HEREWITH.

3-24-75
ORIGINAL TO
L.W. Rulien
Watt.

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

INITIAL PROGRAM APPROVAL
(PPM 21-1)
FEDERAL HIGHWAY ADMINISTRATION | STATE

TRANSACTION NUMBER 3-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-26-75

BY (Signature): L.W.RULIEN'S FEBRUARY 19, 1975 LETTER

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 35 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
35	RF-52(9)	1.0	107,000	83,600	CHEHALEM CREEK-DUNDEE SECTION (NEWBERG) YAMHILL COUNTY STATE OF OREGON	HIGH TYPE PAVEMENT OVERLAY AND INCIDENTAL WORK.

RECEIVED
STATE HWY ENG.
MAR 3'75
REFER TO

REMARKS (Division)

BASED ON THE INFORMATION FURNISHED IN MR. L. W. RULIEN'S FEBRUARY 19, 1975 LETTER WE CONCUR THAT THE ROADWAY SECTION SET FORTH ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION.

3-3-75
ORIGINAL TO
L.W. Rulien

RECEIVED
MAR 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-26-75	G. L. GREEN, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

[illegible] L

PRO 6-2

February 19, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-52(3)

We are submitting program data for one project, Item No. [illegible], Project No. RF-52(3), Chehalem Creek-Dundee Section, which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 20, 1975.

Rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible.

Therefore, we request your concurrence that the roadway section as set forth on the back of the PR-1 form is satisfactory for the project based on the fact that the work is essentially pavement rehabilitation to reinforce the pavement structure to retain present investment without major reconstruction at this time. This dictates downscoping standards for this project, yet retaining compatibility with adjacent sections of the highway.

The work has a definite safety benefit evident in improved vehicle control through (1) elimination of wheel ruts; (2) reduced tendency of a vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.

Enc.

JG:bb

Budget Bureau No. 41-R2067; Approval Expir

U.S. DEPARTMENT
BUREAU OF

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	2-19-75

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (19) (20)	SR 99W, 0.4 mi. SW of Newberg, SW 1.0 mi. 21 65	ADT	11,000 (66)	18,700 (70)	95 (71) (72)	10	Oregon	41 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGENCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	High-Type Pavement Overlay 28 62	(63) (65)	(66) (68)	(69)	(70)	(72)	(72) (73)	(74) (75)	RF- 14 25	52 7	(9) 13

CARD				
4	CLASS OF FEDERAL FUNDS	Rural Primary	COUNTY NAME	Yamhill CODE 071 (14) (16)
	NAME OF URBAN AREA 17-21	--	ROUTE NO. P	FEDERAL-AID 9 (22) · STATE 1W (36) (37) · U.S. -- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHA PRO (Fu
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		SR 99W, 0.4 mi. SW of Newberg, SW 1.0 mi.						High-ty overlay 4-lane d ity and work com type of
5					**ROW**								
5					**CONST** (CODE) (Safety) 6201		"Chehalem Cr.-Dundee Section"	1.0	107,000	83,600	23,400		ROW-120 Access c Parking none.

CARD	CODE							
1	1	PREPARED BY	PROJECT TOTALS	1.0	107,000	83,600	23,400	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Item No. 47; Project N

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

O.

FORM PR-1
(REV. 4-61)

2-19-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 99W, 0.4 mi. SW of Newberg, SW 1.0 mi.		11,000	18,700	95	10	Oregon	41	073	35

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY.	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
vement Overlay								RF-	52	(9)		

L FUNDS: Rural Primary

REA: --

COUNTY NAME: Yamhill CODE 071

ROUTE NO. P FEDERAL-AID 9 STATE 1W U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		SR 99W, 0.4 mi. SW of Newberg, SW 1.0 mi.						High-type pavement overlay of existing 4-lane divided facility and incidental work common to this type of project.
	ROW								ROW-120' normal; Access control-partial; Parking restrictions-none.
	CONST (CODE) (Safety) 6201		"Chehalem Cr.-Dundee Section"	1.0	107,000	83,600	23,400		
			PROJECT TOTALS	1.0	107,000	83,600	23,400		

EPARED BY

OGRAM APPROVAL DATES

REMARKS

Additional Data: Item No. 47; Project No. F-52(8).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

CHEHALEM CREEK-DUNDEE SECTION
PROJECT NO. RF-52(9)

REMARKS - continued

Existing Facilities: 4-lane divided highway with 30' median.

S.Bd. Roadway -- 24' A.C. surface with 8' R. and 3' L. shoulders.
N.Bd. Roadway -- 16' P.C.C. and 4' A.C. surface with 4' R. and 4' L. shoulders.

Adjacent Section:

North End -- 24' A.C. surface with 5' shoulders.
South End -- 34' P.C.C. roadway.

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide four 12-foot travel lanes with paved shoulders (4-foot left and 4-foot right on N.Bd.; 4-foot left and 8-foot right on S.Bd.) and incidental work common to this type of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

Public Hearings: Not required under the provisions of FHPM 7-7-5, par. 6c.

Location/Design: Not a factor in the development of this project.

NOTE: This project is in Congressional District No. 1.

8153 S Yamhill R-Amity Sec Pacific 1975
Hwy W 1.5 mi S McMinnville
3.21 mi shoulder widening & paving

July 6, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $1,086.39 will be made to J. [illegible] Compton Company on Contract No. 3153 for work on South Yamhill River-Amity Section of the Pacific Highway West in Yamhill County as soon as the warrant is prepared.

The total amount paid on this contract will be $330,658.70 including the post-final payment. Of the total $1,454.13 is for force account.

Very truly yours,

[illegible] Head
COMMISSION SERVICES

fkn

cc J. [illegible] Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
2150 Washington Plaza
Tacoma, Washington 98402

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 26, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contract 8153

Contract 8153 has been completed and the final voucher has been signed. Therefore, $15,000 in bonds deposited in lieu of retainage on this contract may be released to the contractor J. C. Compton Co. These are: Wolf Creek Highway bonds 91/95 (Safekeeping Receipt 1614) and Beaverton G. O. bonds 82/91 (Safekeeping Receipt 1615).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

January 9, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, Oregon 97205

Gentlemen:

Contract No. 8153 awarded to J. C. Compton Co. for work on the South Yamhill River-Amity Section of the Pacific Highway West in Yamhill County was completed on August 8, 1975, and accepted by the Administrator and State Highway Engineer on December 24, 1975.

Final payment in the amount of $2,385.06 will be released to the contractor after January 14, 1976. The total contract amount is $329,572.31 including $1,454.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
2150 Washington Plaza
Tacoma, Washington 98402

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 2 , 1975

FILE:

FROM: James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT:

TO: Memo to Files

On August 5, 1975 an inspection of open graded friction coarse pavements on six projects in Region II was made. The inspection was made by Paul Riedl, G. Wimer, J. Walker, C. Gregg and J. Wilson. Resident Engineers Cliff Lehman and Loren Weber were on their projects during the inspection.

Pavements observed were the Polk Station-Dallas project constructed in 1967 and more recently constructed projects; Upper Salt Creek Road-Dolph Corner, S. Yamhill River-Amity, N. Yamhill River-12th St. (McMinnville), Chehalem Cr.-Dundee and Lancaster Dr. S.E.-Deer Park Dr. S.E. sections. A modified Class "C" mix was used on each of the projects.

Areas of pavement with excess surface asphalt on the Amity and McMinnville projects have been sampled and tested. Gradation, asphalt content, percent compaction and void content tests were made on cores sampled from areas observed with excess asphalt and adjacent pavement in the same panel. Enclosed are test reports #75-15851 through #75-15861.

The overall condition of the pavement constructed in 1967 on the Polk Station-Dallas project is very good. Something like 8 to 10 small fat spot areas of excess surface asphalt were found in the northbound panel on the north end and south end of the project. These small areas of excess asphalt have existed since soon after construction of the pavement. The contractor, Salem Road and Driveway, hauled the mix from their Mill Creek plant in Salem and experienced problems with asphalt migration. Mix containing excess asphalt, which was at the bottom of nearly every truck load, had to be removed by hand. Our records for the project indicate that the mix temperature at the paving machine was as high as 280° F which probably accounts for the areas of asphalt migration. Temperature of the mix was in the 250 to 260° F range for the majority of the paving. Also, the original 8.0 percent design asphalt content used on the south end of the project was on the high side and was reduced to 7.5 percent soon after the beginning of construction.

RECEIVED

Paving on the Upper Salt Creek Road-Dolph Corner section has no areas of excess surface asphalt. Although, the long haul of 30 miles from the Corvallis Sand & Gravel plant could have resulted in asphalt migration problems. The indicated lack of fat spots probably resulted from the lower than average asphalt content of 7.2 percent, and the low laydown temperatures of the mix at 205 to 220° F. Some minor areas of pavement surface roughness were found on the project, which could have been from screed pull resulting from the low laydown temperatures. Also, our mix design testing for the project indicates a sufficient to thick asphalt coating of the aggregates at the construction and design asphalt contents of 7.2 and 7.3 percent. A mix with this moderate asphalt film thickness would have little potential for asphalt migration during hauling or laydown.

Another pavement which had no visible area of excess surface asphalt was the Lancaster Dr.-Deer Park Dr. section. Our records indicate that mix laydown temperatures during paving were at a low level of 205 to 215° F. Since the design and construction asphalt contents of 7.5 and 7.6 percent provide a very thick asphalt coating of the aggregates, the lack of visible asphalt migration is probably the result of the low laydown temperatures. During paving on the project some asphalt fat spots were noted right behind the laydown machine. Although these areas of high asphalt content seemed to immediately disappear into the mat before rolling, it was obvious that some minor asphalt migration had occurred during hauling. While driving over the pavement later during a moderate rainfall, small areas of asphalt migration could be seen where water runoff into the pavement was not as great as in the majority of the pavement. The average length of haul on the project from Salem Road and Driveway Co. was 2 miles, which reduces the potential of asphalt migration.

No areas of excess surface asphalt were found in the eastbound panels or inside westbound panel on the Chehalem Creek-Dundee project. Several areas of fat spots were found in the wider 20 foot outside westbound panel. A screed mark where the laydown machine had stopped waiting for material was adjacent to each area of surface asphalt. It looks as though the fat spots resulted from asphalt migration when the mix was held in the machine for a longer period of time during laydown of the wider panel. The design and construction asphalt content of 7.5 and 7.6 percent provided a thick to very thick asphalt coating of the aggregate. Although this level of asphalt film thickness could be subject to asphalt migration problems; the lack of migration on the majority of the project probably resulted from the comparatively low laydown temperatures of 215 to 220° F, with a high of 240° F during the last day of paving. The length of haul on the project was approximately 5 miles.

Small areas of excess surface asphalt were found in several locations on the S. Yamhill River-Amity project. The mix temperature at laydown was in the 240 - 260° F range, which is excessive for an open graded mix, and probably was the major factor resulting in asphalt migration. The mix design and construction asphalt contents of 7.5 and 7.4 percent provided a very thick asphalt coating of the aggregates, which would result in a tendency towards asphalt migration in the mix during hauling. The comparatively long haul of 20 to 25 miles from the Salem Road & Driveway Mill Creek plant is another factor which contributes towards asphalt migration. Test reports #75-1560 and 1561 show that asphalt content of mix is extremely high at 12.3 percent in the center of the fat spot sampled, and 9.3 percent just outside the fat area. Also, the gradation of the aggregates indicate that the mix contains excess material pass #10 sieve and excess pass #200. With the excess pass #10 and pass #200 sieves, the tendency towards excess asphalt is increased, because the aggregates do not have sufficient void content to hold the design volume of asphalt.

Paving on the McMinnville project has several large areas (something like ten square feet in size) with excess surface asphalt on the south end of the section, and smaller one-half square foot fat spots towards the north end. The larger areas with excess asphalt are in the paving laid during the first two days of Modified "C" construction. Project records indicate that the mix temperature on the road was 265 to 275° F for this period of paving. On the third through fifth day of paving, the mix temperature was reduced to 215° F and was then raised to the 240 to 245° F for the completion of paving. It looks like the size of asphalt fat spots on the project is directly related to mix temperature at laydown. Also, the effect of excess mix temperature is indicated when comparing the amount of asphalt migration found on the McMinnville section to that found on the Chehalem Cr.-Dundee section, with laydown temperatures of 215 to 220° F. Since both projects were paved by the same contractor using the same equipment, aggregate source and asphalt brand, it appears that the experience on the McMinnville project resulted in the success with few problems on the Dundee section. With the construction asphalt content on the McMinnville project at 0.1 to 0.4 percent higher than on the Chehalem Cr.-Dundee section, the tendency towards asphalt migration is increased slightly. Both mixes have a very thick asphalt coating of the aggregates. Also, the 14 mile haul to the project increases the tendency towards asphalt migration. Test reports #75-15851 through 15859 show that asphalt content of the mix in three fat spots and adjacent pavement range from 12.5 to 8.4 percent. Also, seven of the nine gradation tests indicate that the mix contains excess material passing the #10 and #200 sieves. With the large variation of percentage pass #200 of the pass #10 from 19.0 to 34.4%, it looks like the portland cement additive is not uniformly distributed throughout the mix. Resulting from the high percentage of fine material contained in the mix, the tendency towards surface flushing is further increased.

It is our opinion from inspection of the projects, and review of mix design and construction records that the major factor which has resulted in areas of excess surface asphalt is the use of high mixing and laydown temperatures. Other factors which increase the tendency towards asphalt migration or fat spots are; excess pass #10 material in the mix, excessive haul distance, holding mix in the laydown machine too long, use of a low viscosity asphalt or a contaminated asphalt, excess asphalt film thickness coating aggregates, excess aggregate moisture resulting in mix boiling, inadequate blending of portland cement into the mix, and excess holding time of mix in plant silo or surge hopper.

If asphalt migration problems occur on a project, it is certain that laydown temperatures should first be reduced to a 210 - 220° F level, and other factors corrected before the design asphalt content is reduced. A thick asphalt coating of aggregates in an open graded friction coarse pavement is necessary to obtain high level pavement durability.

JEW:gs

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
G. Wimer
J. Walker
L. Weber
C. Lehman

Form 81-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, CORE TEST DATA

Laboratory No. 75-1560 - 61
Data Sheet No. A15147
Prefix 36-0502
Laboratory charge $50.00

Project S. Yamhill River-Amity
Highway Pacific Highway East
Contractor J. C. Compton Co. No. 8153
Date received Aug. 13, 1975
Submitted by C. V. Lehman
Date reported Aug. 28, 1975
Source of Material
Sampled or inspected at Street
To be used Modified "C" A/C
Sampled or inspected by P. Hockett
Quantity represented

Lab No.	75-15860	75-15861
Sample No.	1 & 2	3 & 4
Location	Sta. 245+45	Sta. 245+45
Lane Direction & Distance	S.B. 10' Rt.	S.B. 9' Rt.
Thickness	1.7"	2.3"
Gradation, Pass 1"		
" 3/4"	100	100
" 1/2"	97.5	97.1
" 1/4"	68.0	67.5
" # 10	22.9	20.5
" # 40	11.6	9.0
" #200	6.8	5.4
Asphalt content	12.3	9.3
	Center of Slick	Outside of Slick
Bulk sp. gr. in place	2.12	2.10
Bulk sp. gr. recompacted	2.31	2.25
% Relative compaction	91.8	93.3
% Voids in place	8.6	12.5
% Voids recompacted	0.4	6.3

REPORT TO:

☐ F.H.W.A.
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Fredrickson
☒ Resident Engineer Lehman
☐ District Engineer
☐ Materials, Portland
☒ Files
X J. C. Compton Co.

SP*76666-734

RECOMMENDATION

Material as represented by this sample does, does not comply with specifications.

Jenkins

STATE OF OREG
HIGHWAY DIVISION

INTERC   CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J. Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1615

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date August 13, 1975

Address P. O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Beaverton Improvement G. O. Bonds due 3-1-76 3.75%	82/91	10	1,000.				$10,000.00
							$10,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract 8153

Authority ORS 279.575

Countersigned by

Emily Rohde
~~Deputy Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1614

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon

Date August [illegible], 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975	91/95	5	1,000.				$5,000.00
Wolf Creek Highway Water Dist. Bonds due 7-1-76 3%							
							$5,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract No. 8153

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

Redden
State Treasurer

SPECIAL INSTRUCTIONS

6
3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Haack

COPY

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Yamhill R. - Amity	WEEK ENDING: August 9, 1975	
	SECTION PREFIX: 36-0502	
HIGHWAY: Pacific West	COUNTY: Yamhill	
NAME OF JOB: S. Yamhill R. - Amity	KIND OF WORK: Shoulder Widening and Overlay	
CONTRACTOR: J.C. Compton Co.	CONTRACT NUMBER: 8153	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 3, 1975	DATE WORK STARTED: May 8, 1975	ESTIMATED COMPLETION DATE: August 8, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 106
PROJECT AUTHORIZATION: $ 388,624.57	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 88%
EXCLUSIVE OF ENGINEERING: $ 357,808.52	ENGINEERING AUTHORIZATION: $ 30,816.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 93%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 357,808.52	ENGINEERING COST TO DATE: $ 26,267.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87%
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 87 %	DATE PROJECT WAS COMPLETED: August 8, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
			100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.21
MILES PARTIALLY COMPLETED					3.21
MILES COMPLETED					3.21
TOTAL ESTIMATED QUANTITIES (CONTRACT)					20,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE					20,000 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					20,000 Tons
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK

Work completed on project

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, Sunny	1		
MONDAY	Clear, Sunny	1		
TUESDAY	Cloudy, Fair	1		
WEDNESDAY	Clear, Sunny	1		
THURSDAY	Cloudy, Fair	1		
FRIDAY	Clear, Sunny	1		
SATURDAY	Clear, Sunny	0		2nd Notification.

K

RECEIVED
[illegible]
[illegible]
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity this week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	2nd notification submitted today after construction signs removed.
SATURDAY	

REMARKS

This will be the final weekly report for this project as the contract work is completed and the construction signs have been removed.

SIGNED C.V. Lehman LOCATION Salem, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

FORM 81 734 1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

May 14, 1975

FROM: A. C. Harwood
Construction Field Engineer

SUBJECT: S. Yamhill-Amity Section
Contract No. 8153

TO: THE FILES

Wimer and Lehman were in to discuss problems in cement treating areas adjacent to the 16 P.C.C. pavement on subject project.

First, the existing A.C. is 6" ± in depth and is generally sound. It appears the existing 6" A.C. presently carrying traffic is equally as good as the 9" cement treated soil-aggregate section called for.

Second, the center line of the road does not follow the center of the P.C.C. panel. In some places the center line is 4 or more feet off so when the A.C. is dug out there will be no place for traffic on that side to run for a period.

I agreed with Wimer that unless the A.C. was breaking up, removing it was not advisable. Broken up areas (less than 10%) should be removed and patched back with 6-9" A.C., other areas should be patched out then the overlay placed.

A seal over the cement treated soil is to be added. Also if modified "C" mix used for patching broken areas a seal over the patch would be advisable.

Approval for the concept of the work was given. Some details may still have to be worked out. A Price Agreement will be required to include a seal, patching mix, and possibly some other hauling or excavating equipment for removal of broken up A.C.

In discussing this with Keasey and Walker, I am convinced that wherever possible old A.C. should be saved. Also Walker recommended a "V" shaped groove be cut along the old P.C.C. in areas where cement treatment is to be used and this slot be filled with A.C.

Wimer also indicated there will be a substantial overrun in signing and flagging. The changes discussed should reduce the overall project costs.

ACH:mk

cc: C. O. Fredrickson

8154 Clear Lk-Coos Co Line Sec. 1975
Oregon Coast Hwy.
2.68 mi paving

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 1/27/76	REPORT MADE BY T. P. Lowe, Area Engr		PROJECT NO. RF-128(7)
COMPLETION DATE 8/12/75	ACCEPTANCE DATE BY CONTRACT AGENCY 10/24/75	TIME ELAPSED 95 %	CONTRACT TIME 110 days
APPROVED EXTENSIONS --	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 0 3 1976
Washington

CLEAR LAKE-COOS COUNTY LINE
OREGON COAST HIGHWAY
Paving

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner	
TITLE Area Engineer	DATE 1/28/76	TITLE District Engineer	DATE 2/3/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8154

U.S. DEPARTMENT [illegible] TRANSPORTATION - FEDERAL [illegible]

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

Oregon Douglas RF-128(7) RURAL x

ITEM	DESCRIPTION			
	CONSTRUCTION TYPE CODE	[illegible]		May 9, 1975
20	FINAL CONSTRUCTION COST	196,965		August 12, 1975
21	LENGTH OF PROJECT	2.68		0

PART B

30	LABOR	TOTAL MAN HOURS 2,602	GROSS EARNINGS 24,743.51
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	122,085	
9	[illegible]	27,504	
1	CEMENT	449	
2 92	[illegible]	775	
3	BITUMINOUS MATERIAL	2,240	
4	[illegible]		
5	[illegible]		
7	[illegible]		
8	[illegible]		
10	[illegible]		
11	[illegible]	12	
12	[illegible]	7,454	
15 95	[illegible]		
16	[illegible]		
17	[illegible]		
18	[illegible]	3,800	
19	BRIDGE RAIL		
23	[illegible]		
24	[illegible]		

12	60
18	6

FORM PR-47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

[illegible] project involving [illegible] the [illegible] Federal [illegible]

[illegible]

[illegible] original [illegible] "fast" copies [illegible]

[illegible] to the nearest [illegible] should be [illegible]

[illegible]

Part A [illegible] WAY ADMINISTRATION [illegible] PPM 20-2, 20-6.1 and 40-4

"Final Construction Cost" [illegible] and [illegible]

"Length of Project" [illegible]

Part B INFORMATION TO BE [illegible] IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible]

Items 2 and 9 [illegible] from [illegible] and [illegible] Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] cost [illegible] thousand board feet [illegible]

Item 5 [illegible]

Item 6 [illegible]

[illegible]

*Quantities [illegible]

October 29, 1975

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen

On October 24, 1975, we wrote to you concerning release of final payment on Contract No. 8154 awarded to Johnson Rock Products, Inc., for work on the Clear Lake-Coos County Line Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $8,053.97 and the total contract amount is $196,082.28 including $1,684.43 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn Dick Hacek
A. Shirley

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
October 9, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Construction Signing
Oregon Coast Highway

TO: R. L. Schroeder
Assistant State Highway Engineer

The construction signing on US101 as shown on the sketch by Mr. Blickenstaff, the Resident Engineer, is adequate. The existing signs clearly describe the conditions which the motorist will encounter, and additional signs might result in drivers not bothering to read them. The problem here is not that the signing is inadequate, but that it must be used properly.

On high speed, high volume highways, such as US101, it is critical that the flagman warning signs be installed and used such that they attract the attention of motorists and tell them exactly what they may expect. This may require flags or flashers mounted on the signs. It is also necessary that the signs be placed so that the traffic queue does not extend behind them, and so there is not too much distance between the sign and the end of the line of waiting vehicles. The signs must be immediately removed whenever the flagmen are not directing traffic.

These procedures may require continuous adjustment of signs, which costs time and money. However, this is the only reliable method of reducing the potential for rear-end collisions. It is not reasonable to install warning signs in advance of the project and expect motorists to drive at a reduced speed throughout the entire project in anticipation of possible stoppages.

The Resident Engineer must spend the time necessary to assure that the signing is properly located and installed, and that the walking flagmen remain an appropriate distance in advance of the lines of waiting cars.

L E George

L. E. George
Traffic Engineer

TL:rj

NOTED
R. L. SCHROEDER

RECEIVED
OCT 13 1975

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille

DATE Sept. 30, 1975

TO Mr. Alfred Shirley
Regional Engineer
Roseburg

FROM L. V. Blickenstaff
Resident Engineer
Coquille
LVB

SUBJECT Contracts 8154 & 8157
Oregon Coast Highway

RECEIVED
OCT 6 1975
TRAFFIC ENGINEERING

As per your telephone request of 9-30-75, I am enclosing a sketch showing the signing and flagmen in place on Aug. 27 and after. The signing and flagmen prior to Aug. 27 was the same except no walking flagmen were used and less than 12 speed signs were spaced throughout the project.

I am also enclosing a sketch which was given the contractor prior to the start of the job showing signing to be used. The OW15-1-48 "Slow" signs with flasher were not installed as per instructions in Mr. Wilson's letter of 4-22-75.

I will add the following comments:

1. A walking flagman undoubtedly helps but we still had rear-end accidents after we started using them.
2. The people responsible for the rear-end accidents invariably said they saw the signing and realized there was construction ahead but glanced away for a few seconds and when they again looked ahead it was too late to avoid hitting the car stopped ahead of them.
3. One of the major problems is the spacing between the stationary flagman and the "Flagman Ahead" sign. If it is too far, the driver becomes inattentive and if it is too short, the traffic stacks up behind the signing. I know that both of these conditions occasionally existed on our jobs and may possibly have been a contributing factor to the 3-car accident of Aug. 25.
4. My observations are that drivers are so reluctant to stop or even to slow down that they will pass all kinds of advance warning at full speed, evidently questioning whether there is actually a hazard ahead and believing that if there is, they will be able to stop in time. They only begin to slow down when they can actually see something blocking their way and by that time it is sometimes too late.

Difficult in a moving operation like paving

NOTED
R. L. SCHROEDER

RECEIVED
[illegible] 1975

Coquille, Oregon
April 23, 1975

Clear Lake - Coos Co. Line Sec.
Douglas Co. Line - Hauser Sec.
Oregon Coast Highway

Johnson Rock Products, Inc.
P. O. Box 549
North Bend, Ore. 97459

Gentlemen:

I am enclosing a copy of a letter I received today pertaining to "SLOW" signs with flashers. In accordance with this letter, please delete the two OW15-1-48 signs with flashers which I called for on my temporary signing sketch.

I will, however, call your attention to Subsection 111.01 on page 93 of the Standard Specifications which states, in part" The Determination of what protective and directional measures are required, in addition to those herein set forth, shall be the responsibility of the contractor, subject to concurrence by the engineer". If you wish to use the "SLOW" signs with flashers under the Bid Item "Temporary Protection and Direction of Traffic" you may do so.

Very truly yours,

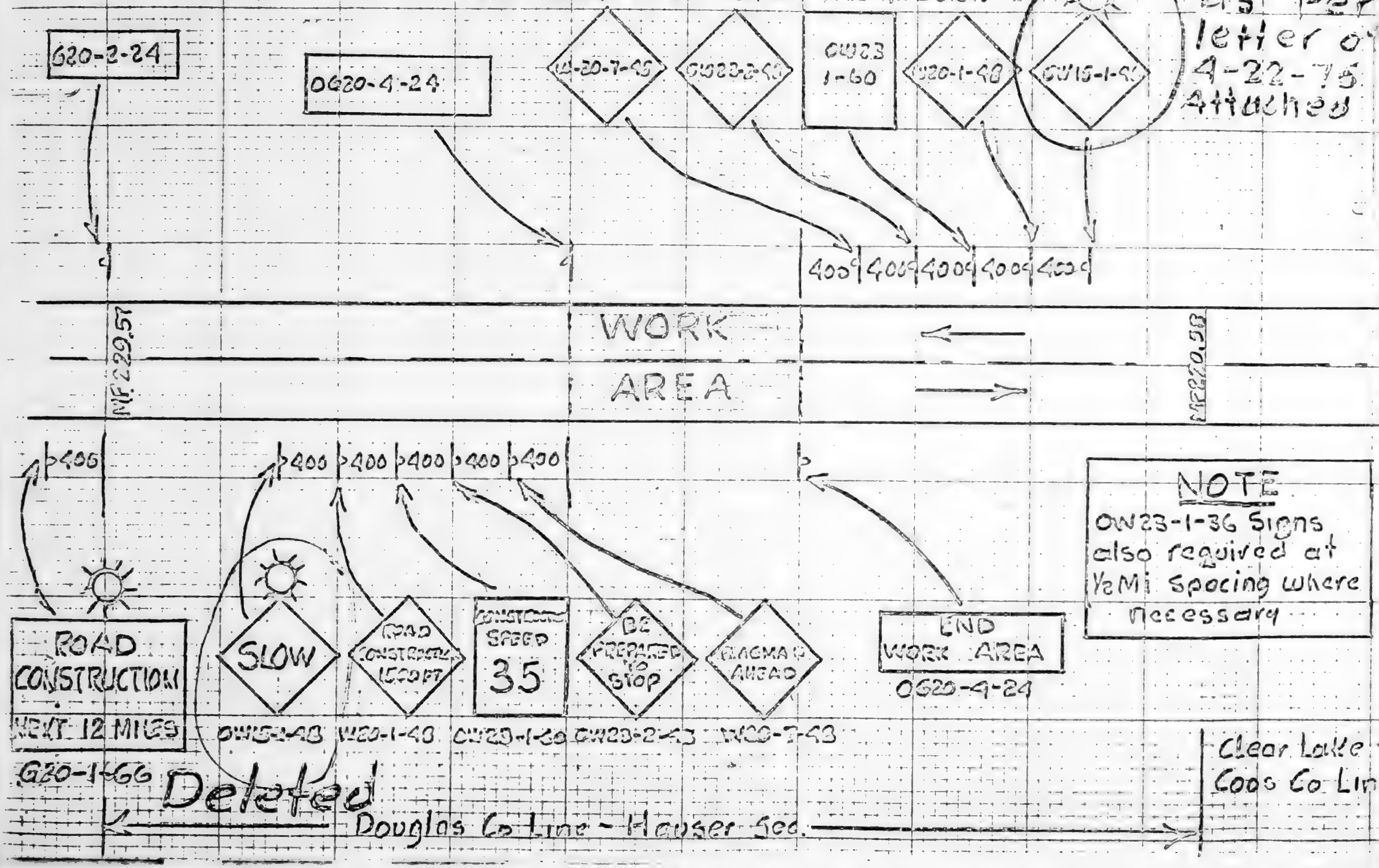
L. V. Blickenstaff

L. V. Blickenstaff
Resident Engineer

c/c A. Shirley

Contr # 3157 TEMPORARY SIGNING

Sketch as Given to Contr at Start of Job.



Contr #

- Deleted as Per letter of 4-22-75 Attached

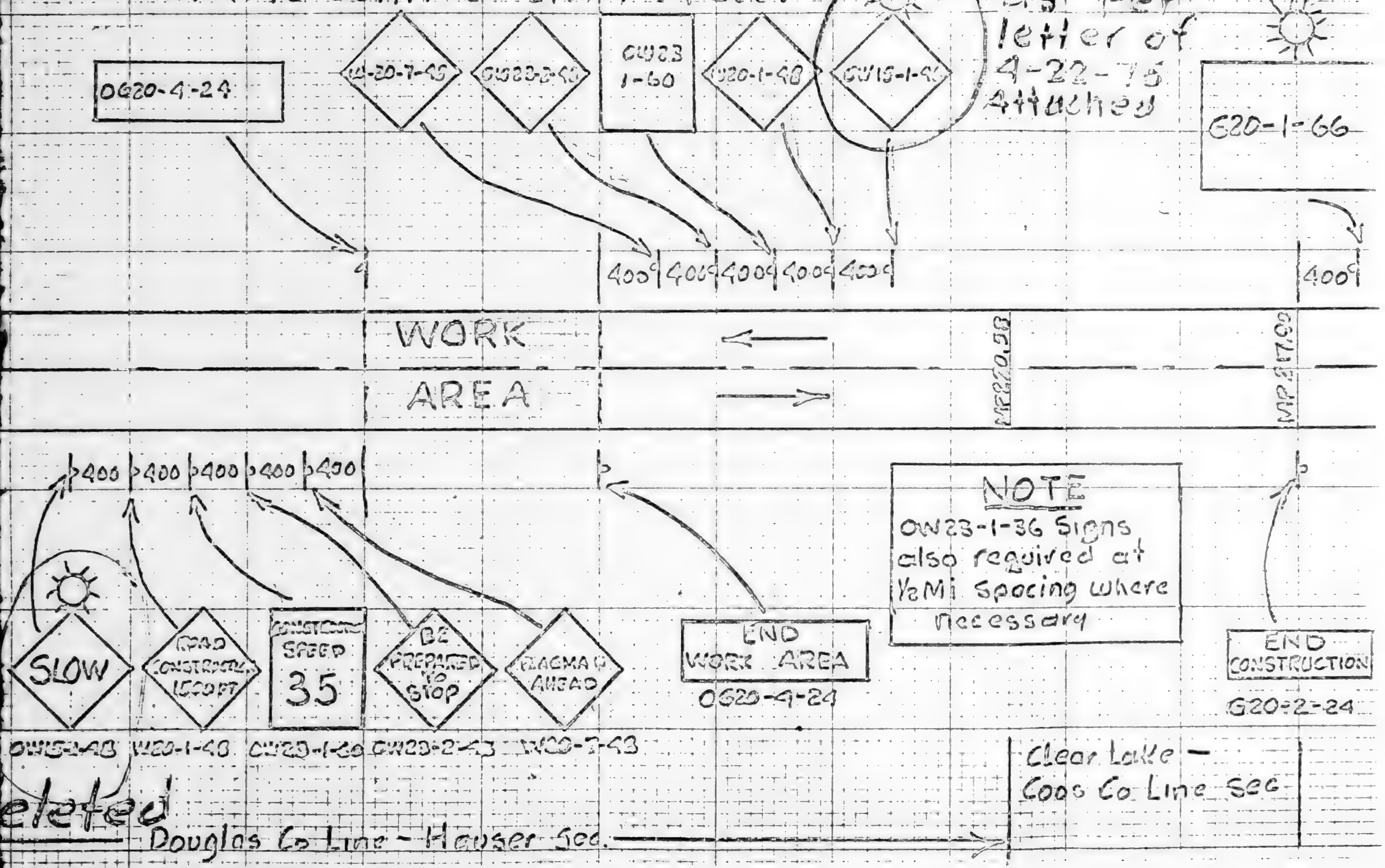
Deleted

NOTE

OW23-1-36 Signs also required at ½ Mi Spacing where necessary

8157 TEMPORARY SIGNING Contr. #8154

h as Given to Contr at Start of Job.



- Deleted as per letter of 4-22-75 Attached

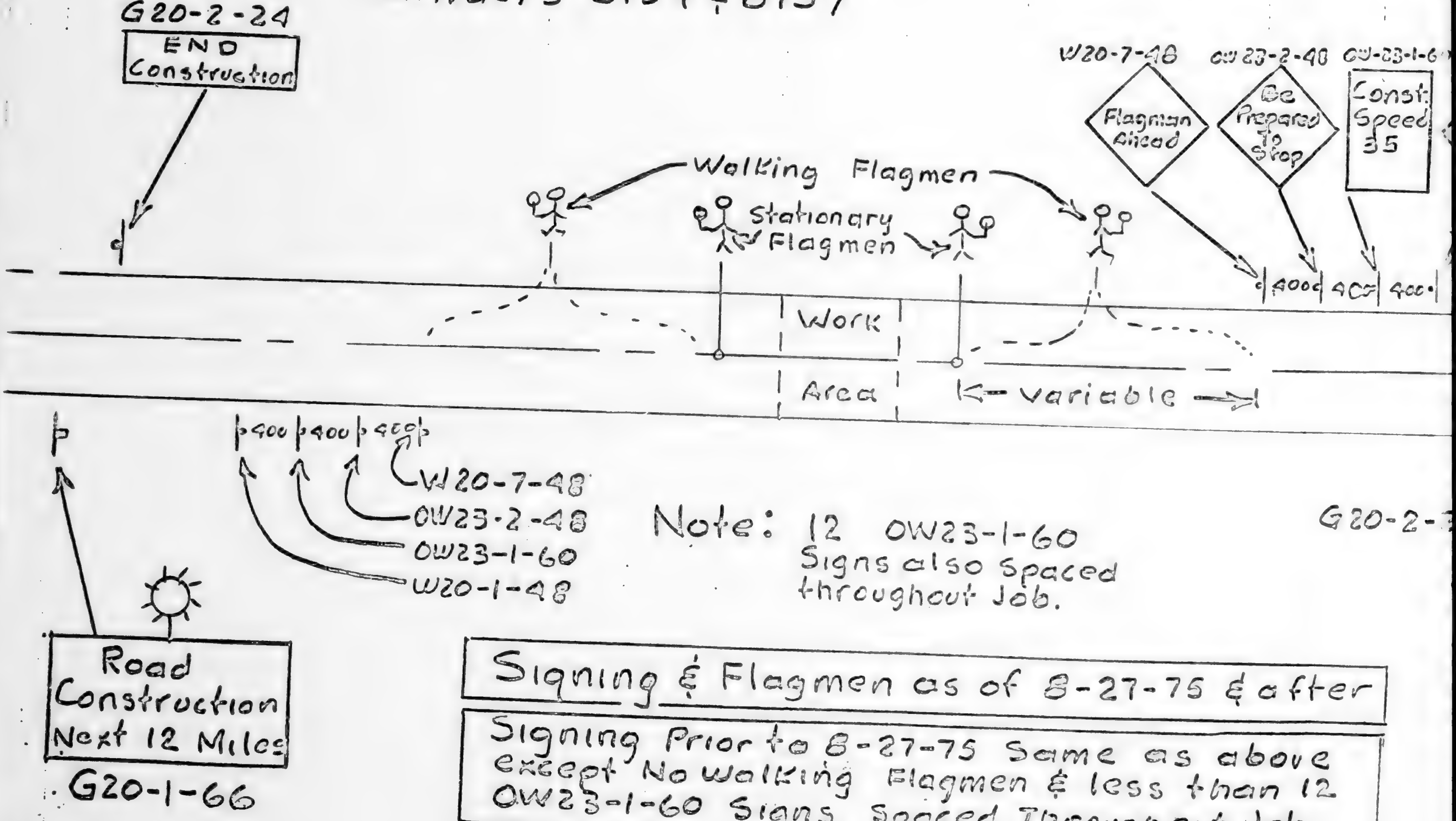
NOTE
OW23-1-36 Signs also required at ½Mi Spacing where necessary

eleted

Douglas Co Line - Hauser Sec.

Clear Lake - Coos Co Line Sec

Contracts 8154 & 8157



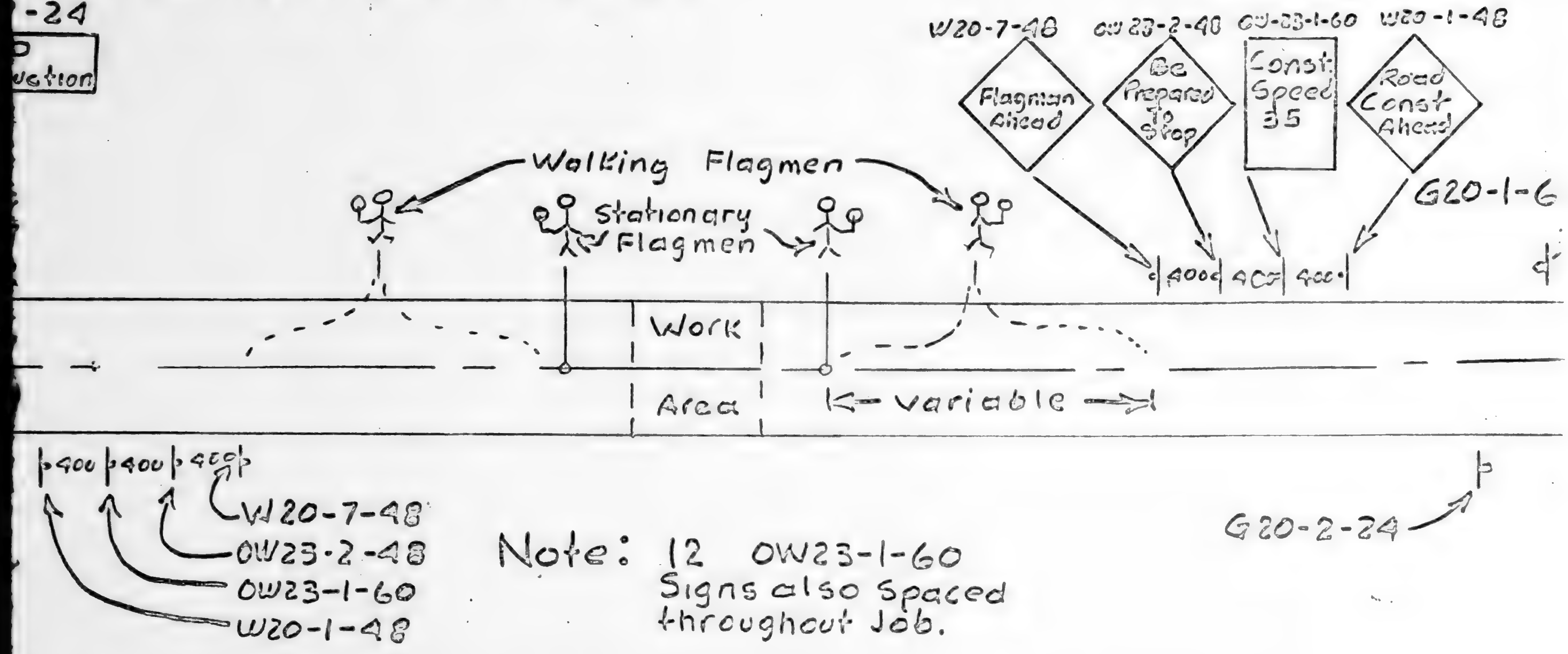
Note: 12 OW23-1-60 Signs also Spaced throughout Job.

Signing & Flagmen as of 8-27-75 & after

Signing Prior to 8-27-75 Same as above except No Walking Flagmen & less than 12 OW23-1-60 Signs Spaced Throughout Job.

J.V. Bliesenhoff

Contracts 8154 & 8157



Note: 12 OW23-1-60
Signs also Spaced
throughout Job.

tion
Miles
66

Signing & Flagmen as of 8-27-75 & after

Signing Prior to 8-27-75 Same as above except No Walking Flagmen & less than 12 OW23-1-60 Signs Spaced Throughout Job.

J.V. Blickensdorff 9-30-75

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clear Lake - Coos County Line

WEEK ENDING: September 5, 1975

SECTION PREFIX: 10-1061

HIGHWAY: Oregon Coast

COUNTY: Douglas

NAME OF JOB: Clear Lake - Coos County Line

KIND OF WORK: Paving

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 8154

FEDERAL AID PROJECT NUMBER: RF-128(7)

DATE OF CONTRACT: April 4, 1975

DATE WORK STARTED: May 9, 1975

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 110

WORK DAYS USED

CALENDAR DAYS USED 105

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 95

PROJECT AUTHORIZATION $ 248,102.15

EXCLUSIVE OF ENGINEERING $ 228,428.85

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ENGINEERING AUTHORIZATION $ 19,673.30

This week 60.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 197,427.88

ENGINEERING COST TO DATE $ 19,721.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88

DATE PROJECT WAS COMPLETED 8-12-75

ESTIMATED PERCENT OVERRUN UNDERRUN under 12 %

PERCENT OF AUTHORIZATION 100 %

Semi-final submitted 9-4-75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		2.68			2.68
MILES PARTIALLY COMPLETED					
MILES COMPLETED		2.68			2.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)		350			8,800
TOTAL QUANTITIES CORRECTED TO DATE		775.06			7,453.53
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		775.06			7,453.53
AVERAGE DAILY QUANTITIES		0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: none

FINAL REPORT

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
9 [illegible] 1975
[illegible] SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This job is complete and the semi-final estimate was sent to the region office Thursday.

FINAL REPORT

SIGNED L. V. Blickenstaff LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

CORPORATE RESOLUTION

RESOLVED: The Vice President of Johnson Rock Products, Inc., Christopher R. Johnson, is hereby authorized to negotiate, modify and execute that certain contract between Johnson Rock Products, Inc., and Oregon State Highway Division, designated as # 3154 in the amount of Two Hundred Seventeen Thousand Twenty-two Dollars and twenty cents ($ 217,022.20)

The above is a true and correct copy of the corporate resolution adopted by the Board of Directors at a special meeting held on April 7, 1975.

Signed this 15th day of April 1975.

Christopher R. Johnson

CHRISTOPHER R. JOHNSON,
Vice President and Secretary of
Johnson Rock Products, Inc.

3134

STATE COPY

R

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 4 [illegible] 75	STATE OREGON COUNTY Douglas PROJECT NO. RF-128(7) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Coos County Line N. 2.68 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3/7/75	2.68
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 246,547	FEDERAL FUNDS $ 192,775

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

By ____________________
____________________ *(Title)*

By ____________________
____________________ *(Title)*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________ *(Division Engineer)*

G. L. Green

Date executed by Division Engineer ____________________

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION

FEDERAL AID PROJECT
No. RF-128(7) Safety

CLEAR LAKE-COOS COUNTY LINE SECTION
Oregon Coast Highway in Douglas County
Salem, Oregon April 9, 1975

Project agreement estimate.

Type Code 6201
Roadway (M.P. 217.90 to M.P. 220.58)

Mobilization	All Required		$ 3,750.00
Temporary Protection & Direction of Traffic	" "		1,861.00
Temporary Signs	480 sq. ft.	3.90	1,872.00
Flagmen	3.00 hr.	14.70	4,410.00
Removal of Structures & Obstructions	All Required		2,784.00
Embankment in Place	230 cu. yd.	6.30	1,449.00
Aggregate Shoulders	350 cu. yd.	6.80	2,380.00
Class "C" Asphalt Concrete Mixture in Leveling	3,500 ton	10.50	36,750.00
Class "C" Modified Asphalt Concrete Mixture	5,300 ton	10.53	55,915.00
Asphalt Cement in Mixture	600 ton	85.00	51,000.00
Portland Cement Additive in Class "C" Modified Mixture	54 ton	110.00	5,940.00
Asphalt in Tack Coat	20 ton	115.00	2,300.00
12-inch Culvert Pipe	60 ton	15.00	900.00
Concrete Inlets, Type G-2MA	5 only	365.00	1,825.00
Guardrail, Type 2A	3,775 lin.ft.	8.34	31,483.50
Guardrail Anchors, Type 1	10 only	315.00	3,150.00
Rail End Pieces, Type C	10 only	132.00	1,320.00
Extra for Asphalt Approaches	9 only	65.00	585.00
Extra for Asphalt Curb Outlets	3 only	50.00	150.00
Drainage Curbs	6,015 lin.ft.	1.18	7,097.70
			$216,922.20

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 100.00
Loose Riprap at Curb Outlets (E.W.)	" "	200.00
		$ 300.00

Subtotal	$217,222.20
Engineering	29,324.80
TOTAL	$246,547.00

CLEAR LAKE-COOS COUNTY LINE SECTION
Oregon Coast Highway in Douglas County

Length of Project - 2.68 miles
Cost of Roadway Per Mile - $91,995.14

Work Retained in Program Status

Permanent Signing (S.F.)	All Required	$ 500.00
Permanent Pavement Striping (S.F.)	" "	600.00
	Subtotal	$ 1,100.00
	Engineering	148.00
	TOTAL	$ 1,248.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$246,547.00	$192,775.00	$ 53,772.00
Retained in Program	1,248.00	975.00	273.00
TOTAL	$247,795.00	$193,750.00	$ 54,055.00

Group 1 - 100%
Contract No. 8154
Prefix No. 10-1051

CLEAR LAKE-COOS COUNTY LINE SECTION
Non-participating - State Work

Furnish Mail Box Posts (S.F.)	2 only	35.00	$ 70.00
State Responsibility for Damages	All Required		100.00
Set Mail Box Posts (Bid Item)	2 only	50.00	100.00
TOTAL			$ 270.00

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.: RF-128(7)

STATE PROJECT NO.: CLEAR LAKE-COOS COUNTY LINE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-40

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

Orig

TATE HWY ENG
MAR 21 '75
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 7, 1975	MARCH 7, 1975	PRIMARY ROUTE 2
		STATE ROUTE NUMBER
		OREGON COAST HIGHWAY ROUTE 9

GENERAL LOCATION:

6 MILES SOUTH OF REEDSPORT, OREGON

GENERAL DESCRIPTION OF WORK:

PAVEMENT OVERLAY, DRAINAGE CORRECTION AND GUARDRAIL IMPROVEMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $100
LOOSE RIP RAP AT CURB OUTLESTS $200

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

[illegible] HAS BEEN DETERMINED [illegible] ADVERTISEMENT PERIOD FOR THIS PROJECT.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-20-75		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 3-25

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON

DATE 3-6-75

BY (Signature) Mr. Rulien's March 3, 1975 letter

TITLE Project Management Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Rural Primary

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 40 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
40	RF-128(7)	2.68	300,000	234,570	Location: Clear Lake - Coos County Line Section. Work: Grade, Drain, High type pavement overlay, safety revisions of guardrail and other related work.

RECEIVED
STATE HWY ENGR
MAR 7 '75
REFER TO
[illegible]
FOR

REMARKS (Division)

Based on information furnished in Mr. Rulien's March 3, 1975 letter we concur that the roadway design section set forth on the back of the PR-1 is satisfactory for this project. We also concur that this project is a non major action and qualifies for the time saving procedures enumerated in FHPM 6-8-2.1.

3-10-75
ORIGINAL TO
L.W. Rulien

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE 3-6-75
SIGNATURE AND TITLE
G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

PRO 6-2

March 3, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-128(7)

We are submitting program data for one project, Item No. 40, Project No. RF-128(7), "Clearlake-Coos County Line Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on March 27, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2-1.

We further request your concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, par. 10e and does not require an environmental statement.

We also request your concurrence that the roadway section set forth on the back of the PR-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that a rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provides substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Encl.

DRH:dgk

THLY TRANSACTION NO.

TE SUBMITTED TO E.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-28-75

CARD	PORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	US 101, Coos County Line N. 2.68 mi.		6,000*	11,000	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER
	Gr., Dr., HT Pave & Guardrail								RF-	128

CLASS OF FEDERAL FUNDS: Rural Primary

AME OF URBAN AREA:

COUNTY NAME: Douglas

COD: 01

ROUTE NO. P — FEDERAL-AID: 2 — STATE: 9 — U.S.: 101

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		US 101, Coos County Line N. 2.68 miles					
5					**ROW**							
5					**CONST** (CODE) (Safety) 6201		"Clear Lake-Coos County Line Sec."	2.68	300,000	234,570	65,430	

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		PROJECT TOTALS	2.68	300,000	234,570	65,430	
1	14	PROGRAM APPROVAL DATES					REMARKS	

*DHV 750

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-28-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 101, Coos County Line N. 2.68 mi.		6,000*	11,000	95	10	Oregon	41	073	40

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
Pave & Guardrail								RF-	128	(7)	

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Rural Primary	Douglas	019	

ROUTE NO.	FEDERAL-AID	STATE	U.S.	OR
P	2	9	101	X

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 101, Coos County Line N. 2.68 miles						Gr., gr., high-typ pavement overlay consisting of trave lanes, shoulders ar climbing lanes. I stall, modify and revise guardrail a other incidental work common to thi type of project.
ROW								
CONST (CODE) (Safety) 6201		"Clear Lake-Coos County Line Sec."	2.68	300,000	234,570	65,430		ROW - 220' min. Access Control - partial control; Parking restr.-none.
BY		PROJECT TOTALS	2.68	300,000	234,570	65,430		

APPROVAL DATES

REMARKS

*DHV 750

-OVER-

USCOMM DUSCOMM-DC 48903-P

CLEAR LAKE-COOS COUNTY LINE SEC.

RF-128(7)

Existing Facilities: A two-lane bituminous surfaced road with a climbing lane for southbound traffic on the north 0.19 miles and a climbing lane for northbound traffic on the south 0.50 miles of this project.

Adjacent Facilities:

North End - - Two travel lanes and climbing lane for southbound traffic with shoulders.

South End - - Two travel lanes and climbing lane for northbound traffic with shoulders.

Project Data: The work consists of resurfacing with high-type pavement overlay the existing facility to provide basically two 12-foot travel lanes with paved shoulders and climbing lanes. Installation, modification and revision of guardrail and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

FHPM 7-7-5 Requirements - Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings - - Not required under the provisions of FHPM 7-7-5, par. 6c.

Location/Design - - Not a factor in the development of this

Note: (1) This project is in Congressional District No. 4

(2) This project qualifies as a "Safety Improvement
under the provisions of FHPM 6-8-2-1 as the pav
rehabilitation work will have a substantial saf
evident in improved vehicle control through (1)
tion of ruts in the wheel paths; (2) reduced te
vehicle to hydroplane in wet weather because of
retention on the pavement; (3) increased visib
weather because of reduced vehicle spray; and
skid-resistant property of the pavement surface

CLEAR LAKE-COOS COUNTY LINE SEC.

RF-128(7)

ies: A two-lane bituminous surfaced road
lane for southbound traffic on the north 0.19
bing lane for northbound traffic on the south
is project.

ies:

End - - Two travel lanes and climbing lane
outhbound traffic with shoulders.

End - - Two travel lanes and climbing lane
orthbound traffic with shoulders.

he work consists of resurfacing with high-
verlay the existing facility to provide basically
vel lanes with paved shoulders and climbing lanes.
odification and revision of guardrail and inci-
mon to this type of project.

Airports, Railroads, Water Developments, Historical
Areas: None involved.

irements: Exempt from State Clearinghouse and District
A-95 review under working agreements dated April 28,
, 1971, respectively.

irements: Nonmajor action project not requiring an
tatement.

irements - Not applicable under "Timesaving Procedures"
PM 6-8-2-1.

s - - Not required under the provisions of FHPM 7-7-5,

Location/Design - - Not a factor in the development of this project.

Note: (1) This project is in Congressional District No. 4.

(2) This project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control through (1) elimination of ruts in the wheel paths; (2) reduced tendency of vehicle to hydroplane in wet weather because of water retention on the pavement; (3) increased visibility in wet weather because of reduced vehicle spray; and (4) increased skid-resistant property of the pavement surface.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-28-75

A. PROJECT IDENTIFICATION

Name of Project Clear Lake-Coos County Line (Section) RF-128 (7)

Location of Project Oregon Coast Highway (Highway Name) US 101 (Highway No., US - ORE)

south of Winchester Bay (City) Douglas (County) III (Region)

Program FA (Funding) $228,000 (Estimated Cost) 10-1445 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To (1) upgrade existing roadbed with an A.C. overlay; (2) provide safety features, i.e., guardrail flares, inlets, A.C. friction course, etc., and (3) make minor surface drainage improvements.

Origin and History: Last constructed 1952. Project has been high on maintenance overlay priority list for last four years.

C. DESCRIPTION OF PROJECT

Length 2.7 miles

Termini M.P. 217.9 - 220.6

Alignment ☐ New ☒ Existing ☐ Combined

3

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) N/A None required

Typical Section Two travel lanes with shoulders. Passing location: Three travel lanes w/shoulders

Structures No major structures

Characteristics (ADT) 1973 ADT 6,000

Other General Information (or Supplemental information to items)

Materials will have to be commercial - Umpqua River gravels?

Pronounced fill slope failure at county line on south end of job.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. No-build (status quo)
2. Overlay and safety work

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Just south of Winchester Bay, this project is situated at the edge of the rolling, occasionally steep, dune, stabilized dune, and sandstone topography of the Oregon Dunes National Recreation Area.

There is great vegetative diversity here and vigorous growth. Major plant species include Douglas Fir, shore pine, hemlock, rhododendron, huckleberry, manzanita, thimbleberry, scotch broom, and dune grass. In marshy areas, of which there are several, sedges and rushes are conspicuous; while in more stable environs, sitka spruce, cedar and alder are encountered.

Traversing less than three sections, this is a short project. Dune lakes, specifically Clear Lake and Eel Lake, and the short reach of Clear Creek interconnecting them, dominate the local drainage. Surface drainage is sluggish, compounded by a high water table, as is characteristic of dune areas.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

This is a very undeveloped highway section. Wildwood Drive (old 101, now the frontage road) has some light residential development, but that is off the present alignment. Clear Lake serves as Reedsport's municipal water supply, hence access is restricted with a chain-link fence and screened with scotch broom adjacent to the eastern margin of US 101.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: None

Consequences:

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Some temporary degradation of surface runoff and vegetation in the adjacent right-of-way.

Consequences: No long-term consequences.

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Clear Lake - Reedsport Municipal Water Supply - adjacent to east margin of highway.

7. Potential for Controversial Issues:

All petroleum distillates and any construction related impurities need to be judiciously restricted from potential entry into the lake.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment only

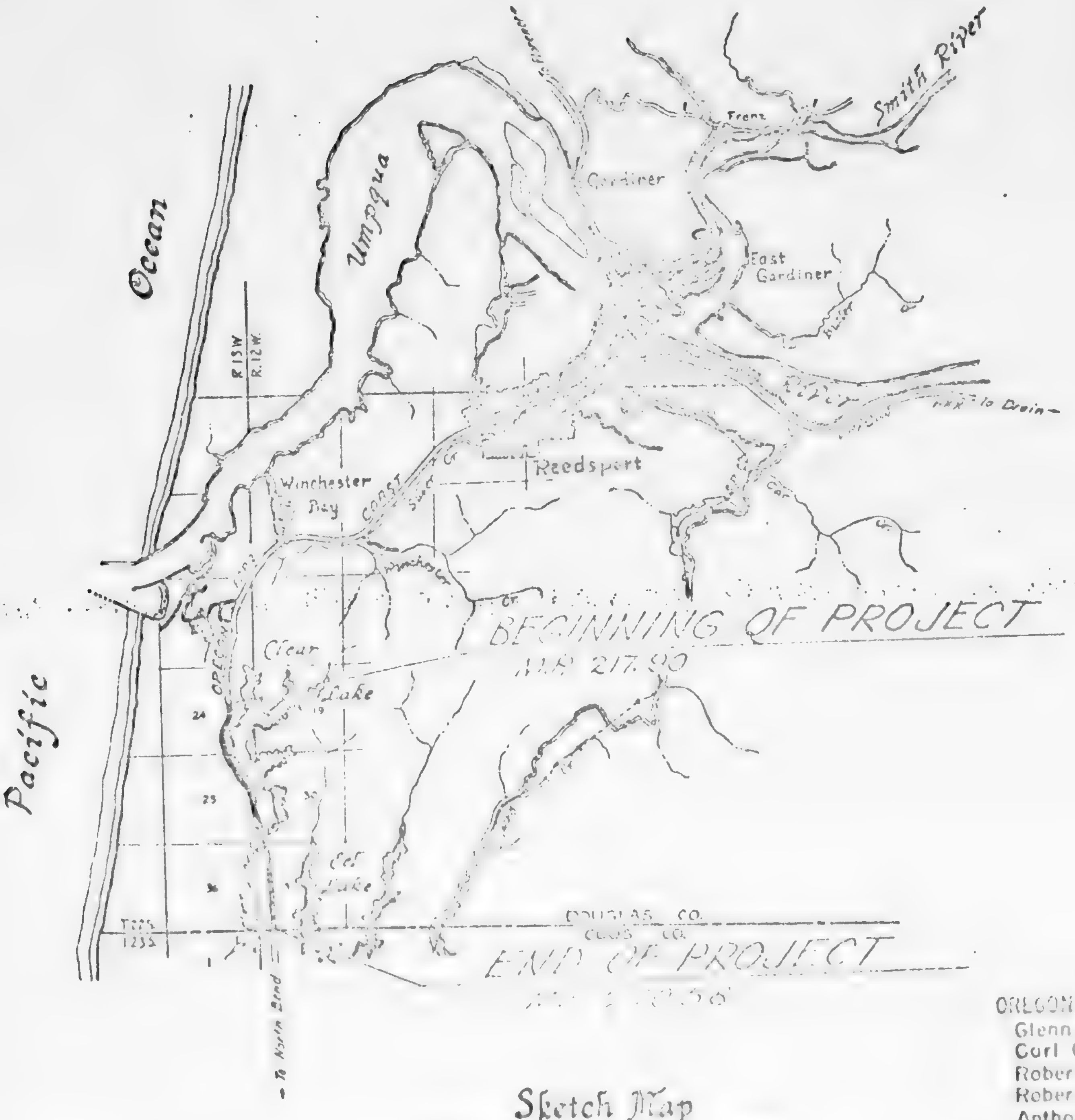
In accordance with Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

PRELIMINARY COPY
FEB 24 1975
SUBJECT TO CHANGE
FINAL DESIGN UNIT

STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

AR LAKE ~ COOS COUNTY LINE SEC.
OREGON COAST HIGHWAY
DOUGLAS COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
Scale 0 1 2 Miles

OREGON [illegible]

Glenn L. [illegible]	[illegible]
Carl O. Fisher	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Robert L. Veatch	COMMISSIONER
Anthony R. Yturri	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRA

8155 Madrona Ave SE-Browning Ave 1975
SE(Salem)Sec Pac Hwy E in Salem
0.54 mi grade & pave

☆U.S. GOVERNMENT PRINTING OFFICE: 197[illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Marion	DIVISION County
DATE OF REPORT 12-17-75	REPORT MADE BY P. V. Riedl, Area Engr		PROJECT NO HHS-176(21)
COMPLETION DATE 6-12-75	ACCEPTANCE DATE BY CONTRACT AGENCY 8-4-75	TIME ELAPSED 65 %	CONTRACT TIME 60 days
APPROVED EXTENSIONS None	LOCATION Pacific Highway in Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

Wash[illegible]

MADRONA AVENUE SE-BROWNING AVENUE SE
SALEM-PACIFIC HIGHWAY EAST
Grading & Pavings

This project was located on the Pacific Highway East in the City of Salem from Madrona Avenue SE to Browning Avenue SE and consisted of channelizing to provide a continuous left-turn median lane by widening existing facility. This consisted of grading, draining, paving, and striping of 0.54 mile of roadway.

The project was completed June 12, 1975 using 39 of the 60 calendar workdays to complete the project.

The final contract cost was $43,000+ for an underrun of 3 percent.

Information on the overruns and underruns are on file in the Division Office.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12-17-75	TITLE District Engineer	DATE DEC 1[illegible] 197[illegible]

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used

WASHINGTON D. C. COPY

8155

U.S. DEPARTMENT

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE Oregon

Marion

HHS-176(21)

URBAN x

CONSTRUCTION

20 FINAL CONSTRUCTION 51,765

21 LENGTH OF PROJECT 0.54

April 28, 1975

June 12, 1975

0

PART B

30 LABOR TOTAL MAN HOURS 834 GROSS EARNINGS 7,457

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES 18,296

9 1,191

1 CEMENT

2

92

65

3

4

5

7

8

10

12 187

11

12 5

15 1,486

95

16

17

18

19

23

24 FINAL

48

FORM PR 47

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 [illegible] project involving [illegible]

[illegible]

original [illegible]

"fast" copies [illegible]

[illegible] to the nearest whole unit [illegible] should be reported [illegible]

Part A INFORMATION [illegible] WAY ADMINISTRATION [illegible] PPM 20-2, [illegible]

"Final Construction [illegible]

"Length of Project [illegible]

Part B INFORMATION [illegible] IMMEDIATELY UPON [illegible]

Specific Instructions [illegible]

Item 1 [illegible]

[illegible]

Form PR-47 [illegible]

Items 2 and 92 [illegible] from [illegible] Do not [illegible] and [illegible] Aggregates [illegible]

Item 3 [illegible]

Item 4 [illegible] thousand board feet (MFBM) [illegible]

Item 5 [illegible]

Item 6 [illegible]

Item 7 [illegible]

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Marion
MODIFICATION NUMBER 1		PROJECT NUMBER HHS-176(21)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 15, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 57,491	$ 62,173
Federal Funds	$ 51,741	$ 55,954
Other revisions		

This modification is made for the following reasons:

Include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of August, 19 75.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

By R. O. Wright
(Division Engineer)
G. L. Green

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon August 27, 1975

Federal Aid Project
No. HHS-176(21)

Madrona Avenue S.E.-Browning Avenue S.E. (Portland) Section

Pacific Highway East in Marion County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 5,092.00

Type Code Y008
Roadway (Sta. 55+00 to Sta. 84+80)
Subtotal on previous estimate of April 9, 1975 $47,992.60

Additional Approved Items

EWO No. 1	Construct Mailbox Pullouts	All Required	882.76
EWO No. 2	Relocate Catch Inlet and Pave Low Area	" "	1,752.10
EWO No. 3	Shape & Pave Dupler Drive and Shoulder Area	" "	910.49
SFO No. 2	Permanent Striping	" "	353.94
		Increase	3,899.29
		Subtotal	$51,891.89
		Engineering	5,189.11
		TOTAL	$57,081.00

Length of Project - - - - - - - - - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 5,092.00	$ 4,582.00	$ 510.00
Roadway	57,081.00	51,372.00	5,709.00
TOTAL	$62,173.00	$ 55,954.00	$ 6,219.00

Group 1 - 100
Contract No. 8155
Prefixes: 24-1093
24-1966

August 4, 1975

St. Paul Fire and Marine Insurance Company
700 N.E. Multnomah
Portland, Oregon 97232

Gentlemen:

Contract No. 8155 awarded to Salem Road & Driveway Company for work on Madrona Avenue S.E.-Browning Avenue S.E. Section of the Pacific Highway East in Marion County was completed on June 12, 1975 and accepted by the Administrator and State Highway Engineer on July 30, 1975.

Final payment in the amount of $2,619.76 will be released to the contractor after August 9, 1975. The total contract amount is $48,277.93 including $3,545.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn:dp

cc: Salem Road and Driveway Company
Post Office Box 603
Salem, Oregon 97308

bc: C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Haack
C. O. Fredrickson

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Madrona Ave. S.E.-Browning Ave. S.E. (Salem)	WEEK ENDING: 6/14/75
		SECTION PREFIX: 24-1093
	HIGHWAY: Pacific East	COUNTY: Marion
NAME OF JOB: Madrona Ave. S.E.-Browning Ave. S.E. (Salem)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 8155	FEDERAL AID PROJECT NUMBER: HHS 176 (21)
DATE OF CONTRACT: 4/4/75	DATE WORK STARTED: 4/28/75	ESTIMATED COMPLETION DATE: 6/12/75
AVERAGE FORCE ON PROJECT FOR THE WEEK	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 5 SUPERVISION 1	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 39
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 65
PROJECT AUTHORIZATION: $55295.03		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $50465.77	ENGINEERING AUTHORIZATION: $4829.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 107
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $52542	ENGINEERING COST TO DATE: $6578	DATE PROJECT WAS COMPLETED: 5/30/75 (contract)
ESTIMATED PERCENT OVERRUN UNDERRUN: 7 %	PERCENT OF AUTHORIZATION: 136 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.6				0.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.6				0.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	[illegible] yds				1500 tons
TOTAL QUANTITIES CORRECTED TO DATE	600 "				1480 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	600 "				1480 tons
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done				Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Force Account 1- Layton Box - Trucks 1- Backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	-		
MONDAY	"	1		
TUESDAY	"	1		
WEDNESDAY	"	1		
THURSDAY	"	1		
FRIDAY	"	0		Job completed
SATURDAY		-		

K

RECEIVED
JUN 16 '75

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 8	
9 MONDAY	Scharff- The Drainage Sub- Adjusted the old Inlet and Installed a new one to the right at Browning - Extra Work
TUESDAY 10	No work today
11 WEDNESDAY	Paved out low area at Browning & Graded for Approach paving plus widening for Bikes at Duplex Drive. Striping Crew began laying lines in the ...
THURSDAY 12	Completed patch out work. Striping Crew completed their operation-job completed.
13 FRIDAY	
14 SATURDAY	

REMARKS

Semi-Final Estimate will be ready early next week.

SIGNED ______________________ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

May 6, 1975

Robert W. Straub
XXXXXXXXXX

Ms. Ellen Lowe, Chairman
SATS Citizens Advisory Committee
Civic Center
Salem, Oregon 97301

Dear Ms. Lowe:

I wish to acknowledge your letter of March 24, concerning the two-way left-turn refuge proposal for South Commercial between Madrona and Browning Avenues. The two-way left turn lane that has been suggested for a safety project will work in conjunction with those lanes already installed to the north of the section extending to a point just south of Vista Avenue. The left-turn lane on completion of the proposed project, would then extend from approximately Vista Avenue to Browning Avenue. It is our sincere opinion that this type of facility provides the safest possible operation on those sections of highway on which uncontrolled access exists, as is the case on South Commercial.

This type of project has a minimum impact upon the surrounding area because it does not change existing traffic patterns. It does, however, provide safe traffic operation for left turning movements where access is permitted. We do not feel that it would be possible or practical to prohibit left turns from ORE99E because of the lack of adjacent street system that could be used for circulatory movements through the area.

No right-of-way purchase is involved and since existing traffic patterns are not altered the project does not change any portion of the present 1982 SATS Amended Transportation Plan. For these reasons, it was not felt appropriate to refer this matter to the SATS organization. The City of Salem's Department of Public Works did consult with us in all advance phases of the project.

Your letter also requested consideration for the construction of a bicycle path throughout this section. The Highway Division has been requested by the City some time ago to observe a 64-foot section. We have attempted to follow the City's wishes in this matter throughout the design of the project. To provide a commuter type bicycle facility would require the use of an 84-foot section. It is our understanding that the City does not want an 84-foot width at this time.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

LEG:pb js

bc:
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
J. H. Versteeg
L. E. George

SALEM AREA TRANSPORTATION STUDY

Room 305 Civic Center Salem, Oregon 97301 (503) 588-6250

CITIZENS ADVISORY COMMITTEE

March 24, 1975

Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

RECEIVED
MAR 26 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dear Mr. Hunter:

The Salem Area Transportation Study Citizens Advisory Committee has reviewed the proposed project of widening South Commercial between Madrona Avenue and Browning Avenue (the widening is required for a continuous two-way left turn lane to be included in the segment).

We understand that the project is being funded through high hazard monies, which indicates that a safety problem exists in the area. We are in agreement that a safety problem does exist on this street. In order to resolve the safety problem, and the problem of coordination between organizations, the Committee makes the following recommendations:

1. That the State Highway Division keep the Salem Area Transportation Study (SATS) Organization informed of pending actions. Our responsibility is both in the planning of the transportation network, and the coordination between participants in the process. Therefore, we would appreciate being involved at the earliest possible stage of project development. This would enable all the participants to be informed of what the other was doing. In addition, this would provide an opportunity to review and provide input on projects at stages where design could be changed to accommodate the needs of the community.

   We are aware that this project is near the contract stage; yet, we have reviewed the project as though the recommendations could be accommodated without undue delay.

2. That an alternative to a continuous two-way left turn be provided. If a high hazard exists because of left turns, perhaps the most effective way to reduce accident potential is to remove left turns. This would mean that left turns would be prohibited except at designated points. Based upon the safety factor, we recommend that a raised barrier be placed where left turns would be prohibited.

   This alternative would both reduce the rear-end accident potential that exists, even with a left turn lane, and prevent cars from crossing two lanes of oncoming traffic.

4-16-75
Hal
R/D please
ESH

· PARTICIPATING AGENCIES ·

City of Salem · Marion County · Polk County · Mid-Willamette Valley Council of Governments · School District No. 24-J
Mid Willamette Valley Regional Parks Agency · Oregon State Department of Transportation · Federal Highway Administration

In general, alternatives to the two-way left turn lane should be investigated. We would like to emphasize that any alternative to the continuous two-way left turn lane should prohibit left turns except at designated areas.

3. Provision for bicycles should be made. This is based upon the need for safety to all users of the right-of-way. South Commercial is an integral part of the community's comprehensive bikeway system. Bikeways on this segment would provide an extension of the proposed bike lanes on South Commercial from Superior Street to Madrona Avenue. This proposed project also ties in with the existing bike lane on Madrona Avenue.

   There are, at present, a number of bicyclists who use the segment. Upon the completion of the proposed bike lane project to the north, the number may substantially increase.

   Based upon these considerations, we suggest that you provide a five-foot area adjacent to the outside travel lane for use by bicyclists and pedestrians. This should make the area more safe and accomodate more users than under your proposed plan.

We appreciate the opportunity to comment on the above project and look forward to closer coordination in the future.

Sincerely,

Ellen Lowe

Ellen Lowe, Chairman
SATS Citizens Advisory Committee

MYERS/cah

3135

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE
		COUNTY [illegible]
		PROJECT NO. [illegible]

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI [illegible]

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	[illegible]	[illegible]
RIGHTS-OF-WAY		
CONSTRUCTION	[illegible]	[illegible]
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT $ [illegible]	FEDERAL FUNDS $ [illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

[illegible]
(Official name of Highway Agency)

By

(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

Date executed by Division Engineer

Form PR 2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-aid Project
No. HHS-176(21)

MADRONA AVE. S.E.-BROWNING AVE. S.E. (SALEM) SECTION

PACIFIC HIGHWAY EAST IN MARION COUNTY

Salem, Oregon, April 9, 1975

Project Agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 4,700.00

Type Code Y008
Roadway (Sta. 55+00 to Sta. 84+80)

Temporary Protection and Direction of Traffic	All Required		$ 2,300.00
Temporary Signs	220 sq.ft.	8.00	1,760.00
Flagmen	50 hour	11.20	560.00
General Excavation	840 cu.yd.	8.69	7,299.60
Aggregate Shoulders	20 cu.yd.	20.00	400.00
Class "B" or Class "C" Asphalt Concrete	1,600 ton	18.30	29,280.00
12-inch Sewer Pipe	160 lin.ft.	11.30	1,808.00
Concrete Inlets, Type G-2	2 only	385.00	770.00
Adjust Inlets	5 only	143.00	715.00
			$44,892.60

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 100.00
Remove Existing Striping (E.W.)	All Required	3,000.00
		$ 3,100.00
	Subtotal	$47,992.60
	Engineering	4,798.40
	Total	$52,791.00

Length of Project - - - - - - 0.00 mile

Retained in Program Status

Permanent Pavement Striping (S.F.)	All Required	$ 300.00
	Engineering	30.00
	Total	$ 330.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 4,700.00	$ 4,230.00	$ 470.00
Roadway	52,791.00	47,511.00	5,280.00
Subtotal	$57,491.00	$51,741.00	$ 5,750.00
Retained in Program	330.00	297.00	33.00
Total	$57,821.00	$52,038.00	$ 5,783.00

Group 1 - 100%

Contract No. 8155

Prefix No. 24-1093
PE Prefix No. 24-1966

Form A-105 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8155

Order No. 1

Section Madrona Ave. S.E. - Browning Ave. S.E. (Salem)

Date April 22, 1975

Highway Pacific East

F.A.P. No. H.H.S. - 176 (21)

County Marion

Prefix 24-1093

Account No. 278-01

Description of Work To Be Done: Remove Existing Striping

APPROVED EFFECTIVE DATE 5-9-75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Dist. Engineer
DATE 5-20-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: 55- 84+80

Estimate of Quantities and Costs: 2.44 miles x $ 1500.00/mile = $ 3660.00

Explanation: Work to be done by State Forces who have the equipment and knowledge to accomplish the task.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 55295.03

Present estimate of project cost, including $ 3660.00 for work under this order $ 55295.03

Expected under-run / over-run (amount) . . . . $

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: Construction Engineer

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

155

LETTER OF APPROV ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
HHS-176(21)

TE PROJECT NO.
MADRONA AVENUE -
SE BROWNING AVE.

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME MARION
	ITEM NO. HHS-11	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
TATE HWY ENG
MAR 21 '75
REFER TO
Orig
FOR

DATE PS&E APPROVED MARCH 7, 1975	DATE AUTHORIZATION EFFECTIVE MARCH 7, 1975	FEDERAL ROUTE NUMBER PRIMARY ROUTE 3 STATE ROUTE NUMBER PACIFIC HIGHWAY EAST ROUTE 1E

GENERAL LOCATION:

SALEM, OREGON

GENERAL DESCRIPTION OF WORK:

MINOR GRADING AND PAVING TO IMPROVE CHANNELIZATION

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
TEMPORARY EROSION CONTROL $100.00
REMOVE EXISTING STRIPING 3000.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S MARCH 5, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO APPROVE A TWO WEEK ADVERTISEMENT PERIOD FOR THIS PROJECT.

DATE MAR 20 1975	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 24, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Grade and Pave
Madrona Ave. SE-Browning Ave. SE
(Salem) Section
Pacific Highway East
Marion County

This is a minimal safety project to be financed by federal high-hazard funds to provide a continuous left turn refuge between Madrona Avenue and Browning Avenue on Pacific Highway East. To provide the necessary width for the left turn refuge minor widening is proposed between Stations 60+75 to 64+42 and Stations 69+00 to 78+00 on the left and from Stations 65+00 to 73+17 on the right. In addition a 3/4" open graded seal was planned over the existing surface to improve the surface drainage, increase skid resistance and provide a new surface for improved traffic control. All work can readily be confined within the 60' wide section requested by the City of Salem.

The City of Salem's proposal for a 68' wide section fully landscaped can be constructed sometime in the future. It does seem that their fully landscaped 1971 Chamber of Commerce's Entry to the City concept is out of date. Based on the reality of present day funding for highway maintenance and construction these priorities should be reassessed. If the cities insist on high maintenance cost landscaping, they should be willing to share in these maintenance costs.

Your approval is requested to proceed with the project as shown on the attached Plan "A" which provides for a maximum surfacing of 68'.

JHV:jh

2-25-75
Proceed w/ 68'
ESH

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

✓

2 7

February 19, 1975

Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Building
Salem, Oregon 97310

ATTN: R. M. Felion

RE: Preliminary Plans, Madrona Ave./Browning Ave. (Salem) Section
Pacific Highway East, Marion County

Gentlemen:

Thank you for the look at your preliminary plans for construction of the 84 ft. wide section of South Commercial. You asked us to review the plans and let you know of any structures that we may have that might conflict with the job. Our Utilities Department believes that none of their works will conflict with your design. Our Traffic Division will have to move about seven street name and stop sign posts.

Here are some problems, though! The plans show no landscaping. Fred Klaboe agreed with me August 24, 1971 that any future construction on Commercial Street would be properly landscaped (see attached letter). We wish South Commercial to be an attractive entry way. Your cross section shows 84 ft. curb to curb. We want no more than 68 ft. curb to curb, 4 lanes and left turn refuges. Fred also agreed with this (see Hunter's letter, attached).

When will we get a full set of plans? What we have now is pretty skimpy for an adequate review. Will Mainor Holmes be seeking council adoption of plans and approval of construction? Your proposed bid letting date of March 27 does not give very much time.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

2-21-75
Hal
pls advise
if we conform
Ed H

BTV:bg
Attachments

cc: Mainor Holmes, OSHD
Ed Hunter, OSHD
R. S. Moore, City Manager
W. J. Kvarsten, Dir., Plan. & Develop.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 17, 1972

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
Department of Public Works
Salem, Oregon 97301

Dear Mr. Van Wormer:

File

You recently wrote to Mr. Klaboe regarding South Commercial Street and future landscaping and curb locations.

As promised earlier, we are requiring curb installations to provide for a 68 foot street section. No landscaping is in the current planning as the forseeable future does not provide funds for this construction.

If and when the project does come up, landscaping such as you discussed with Mr. Klaboe will be considered at that time.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

February 21, 1972

Mr. Fred B. Klaboe
Deputy Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: South Commercial Street Landscaping

Dear Mr. Klaboe:

Attached is a copy of my transmittal to City Manager Moore last August of our points of agreement related to the South Commercial Street landscaping and future curb locations. The Salem Planning Commission and City Council will, I believe, be interested in a progress report on our actions.

Could you let me know what has been done toward implementing the activities we discussed, along with your further thoughts regarding the project?

Very truly yours,

B. T. VAN WORMER
Director of Public Works

BTV:bg

cc: Robert Briscoe, Asst. City Manager

INTER-DEPARTMENTAL MEMORANDUM

TO: R. S. Moore, City Manager

DATE August 27, 1971

FROM: B. T. Van Wormer, Director of Public Works B.T.V.

FOLLOW-UP DATE:

SUBJECT: South Commercial Street Landscaping

I have today met with Assistant State Highway Engineer Fred Klaboe and toured the South Commercial Street area from Vista on the north to the city limits near Reese Hill Road on the south. We examined the sections of South Commercial wherein partial curb developments have taken place at both the 68 foot and the 84 foot development widths.

It was agreed that landscaping treatment should be initiated along much of this section with emphasis in most instances on landscaping strips at each side of the future facility. In areas where curbs have already been placed, a landscaped strip of 15 or 20 feet will be developed by the placement of additional curbs inboard of the existing curbs. Driveway access to businesses will, of course, have to remain open. In perhaps one or more locations, center line median landscaping with shrubs and small ornamental trees can occur wherein there is little or no demand for left turn access to commercial properties along side the street. Since commercial development is and has occurred along much of this street, the areas where median strip landscaping can occur are rather limited. The section between Browning Avenue and Welcome Way might lend itself to median strip landscaping. The Highway Division owns much of the land already in landscaping on the east and steep banks both rising and falling occur on the west. It is unlikely that significant commercial development could occur in these areas necessitating extensive left turn movements which would conflict with a median strip landscaping plan. The emphasis however, as previously stated, in most instances will have to be upon landscaping at the edges of the street rather than the median.

The Highway Division at present has no plans or foreseeable budget for extensive improvement of South Commercial. However they recognize as we do, that incremental improvement will occur at the expense of the property owner wherein curbs and sidewalks are sought in conjunction with a commercial development. It is in these locations that the Highway Division and the city can cooperatively seek a landscaped treatment relief from the potential unrelieved expanse of asphaltic pavement. The Highway Division from this time forward will locate the placement of future incremental sections of curb at 34 ft. from the center line rather than the previous 42 ft. This 34 ft. section will allow room for landscaping along either side of the street.

It was agreed that making provisions now for a future six-lane facility and the width to accommodate same was neither necessary nor perhaps realistic. Such six-lane width may well never be needed. Additionally, a wider width is not to be provided for on-street parking together with a four lane facility. It is most important from a total community standpoint that rather than on-street parking being developed, that landscaping and beautification occur along both sides of this major entrance way to our city.

Some of the problems generally associated with development of median strip

INTER-DEPARTMENTAL MEMORANDUM

TO: R. S. Moore Page 2 DATE: August 24, 1971

FROM: FOLLOW-UP DATE:

SUBJECT:

landscaping were discussed. These are:

1. Prohibition of left turns into adjacent commercial properties

2. Provision for U-turns at intersections in lieu of the prohibited mid-block left turns. Sufficient left turn radius is difficult to develop to avoid U-turns from cutting two lanes of traffic.

Problems of side strip landscaping were also noted:

1. Commercial areas demand numerous driveway access cuts for public ingress and egress. These driveways diminish the land available for side strip landscaping.

2. Changes in land use cause driveway relocations and landscaping disruption.

These problems are, of course, not insurmountable but must be recognized in the design and development of an adequate landscape treatment for the total facility.

It was agreed that no further permits would be issued by the OSHD for 54 ft. width sections for curb and sidewalk construction. Mr. Klaboe will work up for us a general plan for implementation of landscaping in both median and side strip areas with guidelines and proposed typical cross sections governing the landscaping development plan.

DTV:bg

cc: Fred Klaboe, Asst. State Highway Engr.
W. J. Kvarsten, Secy., Plan. Comm.
H. E. Stark, Secy., C.A.T.C.

8156 Gellatly Summit-Wren Sec. 1975
Corv-Newport Hwy W. of Corvallis
(Grading & paving)

C & A 5199 2-5-75

C & A 5309 4-9-75
5-13-75

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-22	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Benton
MODIFICATION NUMBER 4		Project Number RF-222(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 977,190.00	$ 999,754.00
Federal funds	$ 838,429.00	$ 857,780.00
Other revisions		

This modification is made for the following reasons:

To include authorized additional items, and increase in engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of June, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By

Technical Service Engineer
(Title)

By

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, May 24, 1978

Federal Aid Project
No. RF-222(9)

Gellatly Summit-Wren Section
Corvallis-Newport Highway in Benton County

Revised Project Agreement Estimate

Type Code 6204
Road (Sta. 2288+50 thru 2396+01.63=42+54.10 to Sta. 43+52.50)

Sub Total on Previous Estimate of May 3, 1976		$861,943.25
Additional Approved Items		
EWO 3, Install Type 2A Guard Rail	All Required	7,408.05
	Subtotal	$869,351.30
	Engineering	130,402.70
	Total	$999,754.00

Length of Project	2.056
Cost of Roadway Per Mile	$486,261.67

Federal Funds		$857,780.00
State Funds		141,974.00
	Total	$999,754.00

Group 1	100%
Contract No.	8156
Prefix No.	2-1079

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Benton
Project Number	RF-222(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project		
Federal funds	$ 977,190	$ 977,190
Other revisions	$ 764,060	$ 838,429

This modification is made for the following reasons:
To increase federal aid Pro Rata to 85.8% (Clause "E") which results in a decrease in previous 100% funding under PL 94-30 to a net of $138,761

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1976

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

OREGON STATE HIGHWAY DIVISION
Salem, Oregon October 8, 1976

Federal Aid Project
No. RF-222(9)

Gellatly Summit-Wren Section

Corvallis-Newport Hwy. In Benton County

Revised Project Agreement Estimate.
Type Code 6204
Roadway (Sta. 2288+50 Thru Equa. 2396+01.63 = 42+54.10 to Sta. 43+52.50)

Total same as previous estimate of May 3, 1976 $977,190.00

Length of Project	2.056 miles
Cost of Roadway per mile	$475,286.96

*Federal Funds	$838,429.00
State Funds	138,761.00
TOTAL	$977,190.00

Group 1 - 100%
Contract No. - 8156
Prefix - 2-1079

*Increase Federal Aid Pro Rata to 85.8%

[illegible]

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 5-156 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Benton Project Number RF-222(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 977,190	$ 977,190
Federal funds	$ 764,060	$ 977,190
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed April 29, 1975
is modified to increase Federal-aid participation to
100 percent in accordance with PL 94-30.
Such additional Federal Funds requested total $ 213,130."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of May, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By C S Hunter

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-76

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Benton

Project Number RF-222(9)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 968,930	$ 977,190
Federal funds	$ 757,606	$ 764,060
Other revisions		

This modification is made for the following reasons:

To include authorized additional items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green (Division Administrator)

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, May 3, 1976

Federal-aid Project
No. RF-222(9)

GELLATLY SUMMIT-WREN SECTION
CORVALLIS-NEWPORT HWY. IN BENTON COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 2288+50 thru Equa. 2396+01.63 = 42+54.10 to Sta. 43+52.50)

Subtotal on previous estimate of April 24, 1975		$853,683.25
Additional Approved Items		
SFO 1, Work by Consumers Power, Inc.	All Required	4,760.00
SFO 3, Permanent Signing	All Required	3,500.00
		$ 8,260.00
	Subtotal	$861,943.25
	Engineering	115,246.75
	Total	$977,190.00

Length of Project - - - -2.056 Miles
Cost of Roadway Per Mile $475,286.96

Federal Funds	$764,060.00
State Funds	213,130.00
Total	$977,190.00

Group 1 - 100%

Contract No. 8156

Prefix: 2-1079

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Benton PROJECT NO. RF-222(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 20, Wren, 2.1 mi. N.W.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-26-75	2.056
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 968,930	$ 757,606

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

By __________
(Title)

By __________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green *(Division Engineer)*

Date executed by Division Engineer __________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RF-222(9)

GELLATLY SUMMIT-WREN SECTION

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

Salem, Oregon, April 24, 1975

Project Agreement estimated.

Type Code 6204
Roadway (Sta. 2288+50 thru Equa. 2396+01.63 = 42+54.10 to Sta. 43+52.50)

Mobilization	All Required		$ 39,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	310 sq.ft.	3.25	1,007.50
Temporary Barricades	8 only	50.00	400.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	350 lin.ft.	2.50	875.00
Flagmen	800 hours	13.00	10,400.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	570 cu.yds.	4.00	2,280.00
Embankment Foundation Excavation	13,370 cu.yds.	2.50	33,425.00
General Excavation	84,000 cu.yds.	0.90	75,600.00
Channel Change Excavation	7,330 cu.yds.	3.00	21,990.00
Gravel in Channel Change	500 cu.yds.	12.00	6,000.00
Overhaul	2,110 cu.yds.	0.20	422.00
Trench Excavation	1,285 cu.yds.	4.00	5,140.00
Finishing Roadbed and Slopes	All Required		6,000.00
Obligation of Roadway	9,600 sq.yds.	0.75	7,200.00
Watering	1,150 M-gal.	6.00	6,900.00
Aggregate Shoulders	8,000 tons	4.00	32,000.00
Lime Treated Subgrade	54,250 sq.yds.	0.45	24,412.50
Lime for Treated Subgrade	610 tons	53.00	32,330.00
Cement Treated Base Mixture	23,300 tons	5.00	116,500.00
Portland Cement in C.T.B. Mixture	1,300 tons	50.00	65,000.00
Asphalt in Seal	60 tons	120.00	7,200.00
Class "C" or "C" Asphalt Concrete Mixture	13,700 tons	7.50	102,750.00
Asphalt Cement in Mixture	890 tons	80.00	71,200.00
Asphalt in Tack Coat	6 tons	100.00	600.00
Concrete in Box Culverts	40 cu.yds.	140.00	5,600.00
Reinforcement in Box Culverts	4,950 lbs.	0.70	3,465.00
11'-10" x 7'-7" Structural Plate Pipe Arch	56 lin.ft.	165.00	9,240.00

12-inch Culvert Pipe	200 lin.ft.	6.50	$ 1,300.00
18-inch Culvert Pipe	982 lin.ft.	7.50	7,365.00
30-inch Culvert Pipe	82 lin.ft.	13.25	1,086.50
36-inch Culvert Pipe	30 lin.ft.	22.50	675.00
Concrete Inlets, Type G-2MA	4 only	500.00	2,000.00
6-inch Drain Pipe	880 lin.ft.	3.75	3,300.00
8-inch Drain Pipe	1,344 lin.ft.	4.00	5,376.00
Special Filter Material in Drains	340 cu.yds.	4.50	1,530.00
Guard Rail, Type 2A	950 lin.ft.	8.20	7,790.00
Guard Rail, Type 3	200 lin.ft.	18.00	3,600.00
Guard Rail Anchors, Type 1	7 only	320.00	2,240.00
Guard Rail Anchors, Type 2	1 only	320.00	320.00
Extra for Guard Rail Bridge Connections	8 only	300.00	2,400.00
Rail End Pieces, Type C	7 only	150.00	1,050.00
Type 2 Fence	1,600 lin.ft.	0.90	1,440.00
Type 2 Modified Fence	10,550 lin.ft.	0.80	8,440.00
16' Single Gates	5 only	287.00	1,435.00
Extra for Asphalt Approaches	12 only	150.00	1,800.00
Extra for Asphalt Walks	460 sq.yds.	1.25	575.00
Paved Culvert End Slopes	615 sq.yds.	4.25	2,613.75
Loose Riprap, Class 700	2,135 cu.yds.	10.00	21,350.00
Filter Blanket	25 cu.yds.	20.00	500.00
Guide Posts	85 only	14.00	1,190.00
Roadside Seeding and Mulching	14 acres	405.00	5,670.00
			$817,483.25

Anticipated Items

Slide Correction (E.W.)	All Required	$ 20,000.00
Temporary Erosion Control (E.W.)	All Required	3,000.00
On the Job Trainees (2@ $800) (E.W.)	All Required	1,600.00
Install Perforated Pipe in Disposal Area (E.W.)	All Required	3,500.00
Work by Bonneville Power Adm.	All Required	6,600.00
Permanent Pavement Striping (S.F.)	All Required	500.00
Stage Construction Striping (S.F.)	All Required	1,000.00
		$ 36,200.00
	Subtotal	$853,683.25
	Engineering	115,246.75
	Total	$968,930.00

Length of Project - - - - - - 2.056 miles
Cost of Roadway per mile- - - $471,269.45

Work Retained in Program Status

Permanent Signing	All Required	$ 1,500.00
Work by Consumer Power, Inc.	All Required	4,000.00
Work by Pioneer Telephone	All Required	500.00
Plant Willow & Alder Whips	All Required	2,500.00
Special Stream Development	All Required	4,000.00
Laboratory Building	All Required	3,000.00
	Subtotal	$ 15,500.00
	Engineering	2,092.00
	Total	$ 17,592.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$968,930.00	$757,606.00	$211,324.00
Retained in Program	17,592.00	13,755.00	3,837.00
Total	$986,522.00	$771,361.00	$215.161.00

Group 1 - 100%

Contract No. 8156

Prefix No. 2-1079

GELLATLY SUMMIT-WREN SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 500.00
		$ 500.00

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. D RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD Coulter ~~(E S Hunter)~~
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 7-14-77	REPORT MADE BY P. V. Riedl, Area Engr.		PROJECT NO. RF-222(9)
COMPLETION DATE 9-15-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-14-77	TIME ELAPSED 100 %	CONTRACT TIME 350 CWD
APPROVED EXTENSIONS 35½ CWD	LOCATION Corvallis Newport Hwy 10 miles west of Corvallis		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GELLATELY SUMMIT-WREN
CORVALLIS-NEWPORT HWY.
Grading & Paving

This project consisted of grading, lime treated subgrade, cement treated base and asphalt concrete pavement on the Corvallis to Newport Highway approximately 10 miles west of Corvallis.

The project was satisfactorily completed on September 15, 1976.

The contract was set up for 350 calendar work days. The contractor used 385½ days to complete the work. An extension of time has been approved covering the 35½ calendar days of additional time.

The final contract amount was $785,712.95 which is an underrun of 3.9%.

ENT
[illegible] 1977
[illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engr.	DATE 7-18-77	TITLE District Engr.	DATE 7-18-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

4156(2)

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PART A

STATE: Oregon

COUNTY: Benton

FEDERAL PROJECT NO.: PF-222(5)

X

20 [illegible] 54,[illegible]

21 [illegible] 2,[illegible]

May 19, 1975

September 15, 1976

0

PART B

30 LABOR — TOTAL MAN HOURS: [illegible] — GROSS EARNINGS: [illegible]

22 TOTAL COST OF ALL MATERIALS AND SUPPLIES: [illegible]

9 [illegible] 72,5[illegible]

[illegible] 6,739

[illegible] [illegible]

92 [illegible] 1,572

[illegible] [illegible]

[illegible] 11,150

[illegible] 20,750

75

[illegible] 11,755

[illegible] 1,[illegible]

23 [illegible]

24 [illegible]

48

142x91 | 50

13	347
1	753
[illegible]	80
[illegible]	740
	2,[illegible]70
42	40

FORM PR-47
REV. 3-74

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

[illegible]

[illegible] PR-4 [illegible]

[illegible]

[illegible] for the [illegible] PR-4 [illegible] original [illegible] card [illegible] "last" [illegible]

[illegible]

Part A — INFORMATION [illegible] WAY ADMINISTRATION [illegible] FEDERAL AID [illegible] SEC [illegible] SUB SEC [illegible]

Final Contract [illegible]

[illegible]

Part B — INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

Item 1 [illegible] project [illegible]

Items [illegible] and 9 [illegible] purchased [illegible] and 12 [illegible] Aggregate [illegible] 9 [illegible]

Item 2 [illegible]

Item 3 [illegible]

[illegible] thousand board feet [illegible]

Item [illegible]

Item [illegible]

[illegible]

June 23, 1977

Ms. Margaret M. Kageler, Head
Title & Land Management Section
Branch of Land
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

Trust Agreement Refund
Gellatly Summit-Wren Section
Corvallis-Newport Highway
Benton County
Project No. RF-222(9)
Your File ELMC, Albany-Toledo T/L
Track No. ACT-51

Dear Ms. Kageler:

Here are two approved copies of Statement of Cost for work performed by Bonneville Power Administration to accommodate construction of the subject project under Trust Agreement dated May 13, 1975, Contract No. 14-03-59741. Also enclosed are two copies of Highway Division Invoice No. 122295.

The refund check should be made payable to the Oregon State Highway Division and sent to my attention, Oregon State Highway Division, Room 5, State Highway Building, Salem, Oregon 97310. A copy of Highway Division Invoice No. 122295 should be attached to your check.

Your cooperation and final settlement of the Trust Agreement for the subject project is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jw

Encl.

bc: E.S. Hunter
C.O. Fredrickson
R.E. Nelson
Gene Hickam
J.W. Valentine

ROW 13-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May [illegible], 1977

Ms. Margaret M. Kageler
Realty Specialist
Branch of Land
Bonneville Power Administration
P.O. Box 3621
Portland OR 97208

Crossing Agreement
Gellatly Summit-Wren Section
Corvallis-Newport Highway
Benton County
File 35791
Your File FL-12
Albany-Toledo T/L
Track No. [illegible]T-51

Dear Ms. Kageler

[illegible] (3) copies of a map showing the intersection of the [illegible] Summit-Wren Section of the Corvallis-Newport Highway and your Albany-Toledo transmission line. These maps are being provided for your use as exhibits to the proposed crossing agreement between Bonneville Power Administration and the Department of Transportation. [illegible] copies of transit notes for the intersection and [illegible] of the highway and the [illegible] of your transmission line. Please advise if further information or assistance is needed in the preparation of the crossing agreement.

[illegible]

[illegible]
[illegible] Office Engineer

[illegible]
Enclosures

bc: H. S. Coulter
J. B. Boyd
J. F. Hagemann
J. W. Valentine

STATE HWY ENGR
MAY [illegible]

March 3, 1977

Trail Equipment Company
5440 N. E. Columbia Boulevard
P. O. Box 20127
Portland, OR 97220

Attention: Mr. M. G. Smith
President

Gentlemen:

Thank you for your letter of January 26, 1977, informing us that your claim against Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. on Contract No. 8156, Gellatly Summit-Wren Section in Benton County has been paid in full and that there is no further indebtedness owing you on this job.

We will advise the United Pacific Insurance Company of the receipt of your letter. We are unable to locate that you had previously filed a claim on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

3-3-77 kr

cc: McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Mr. James W. Walton
Attorney at Law
P. O. Box 1067
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

TRAIL Equipment Company

5440 N. E. Columbia Boulevard
Portland, Oregon 97220
P.O. Box 20127
(503) 288-8311

4259 West Fifth
Eugene, Oregon 97401
P.O. Box 10246
(503) 484-2151

January 26, 1977

Oregon State Highway Commission
Contract Section
2800 State Street
P. O. Box 30
Salem, Oregon 97310

Gentlemen:

This is to inform you that our claim against Corvallis Sand and Gravel-McNesby and Aubry, a joint venture, on your contract No. 8156, Gellatly Summit, Wren, has been paid in full.

There is no further indebtedness owing us on that job.

Very truly yours,

TRAIL EQUIPMENT COMPANY

M. G. Smith
President

MS fm

cc: Mr. B. B. Aubry

NOT OURS
R. K

original to Cecil Head
xc to R. Nelson

February 15, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $5,325.00 will be made to McNesby & Aubry, Inc., P. O. Box A, Corvallis, OR 97330, on Contract No. 8156 for work on the Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $834,944.11 including the post-final payment. Of the total $8,279.02 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

February 1, 1977

McNesby & Aubry
P. O. Box "A"
Corvallis, OR 97330

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8156 for work on Gellatly Summit-Wren Section on the Corvallis-Newport Highway in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 1/2 days is granted to delete all liquidated damages. This is for quantity overruns on general excavation, embankment foundation, overhaul and drain pipe.

Very truly yours,

F. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
John Sheldrake "

JAB:fr ia

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 26, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project RF-222(9)
Gellatly Summit-Wren Section
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: E. S Hunter

NOTED
E. S. HUNTER

Your letter of January 20, 1977, requesting a time extension for the subject project has been reviewed.

The overruns noted in your letter have had a definite effect on the project time and has extended the contractor's completion date. Therefore, we concur in your recommendation to extend the time by 35½ days.

G.K. Hossner
for G. L. Green

RECEIVED
ATE HWY ENGR
JAN 31 '77
REFER TO

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8156 Contractor McNesby & Aubry

Highway Corvallis - Newport

Section Gellatly Summit - Wren

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be DXXXXXXX GRANTED. The reasons for such recommendation are as follows:

Extra work clearly justifies the 35 1/2 calendar work days needed to eliminate all liquidated damages on this project. In addition, recognition should be given to McNesby and Aubry's completion of this joint venture project with Corvallis Sand & Gravel Company after the bankruptcy of the latter firm.

Construction Section recommends 35-1/2 days for quantity overruns on General excavation, foundation excavation, overhaul and drain pipe.

Recommended for Approval:

Region Construction Engineer

Construction Engineer
Road[illegible] Engr.

E S Hunter
Deputy State Highway Engineer

Contract No	8156
Project designation	[illegible]-222(9)
Date awarded	4/[illegible]1/75
Work started	5/19/75
Per cent completed 100	XXXXXXX 9/15/76 Date
No. of Workdays Allowed	350
No. of Workdays Used	385 1/2
No. of Added Workdays Requested	197

SP*6298-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

Date 10/28, 1976

We, the undersigned, respectfully request an increase in the number of workdays from 350 days to 547 days, within which to complete our Contract No. 8156, without the assessment of liquidated damages. The said contract is described as follows:
Gellatly Summit-Wren Section : Corvallis Newport Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
See attached letter addressed to Richard [illegible]. Nelson, Resident Engineer, dated 10/26/76, for details of Request.

Respectfully submitted,

[illegible]
Contractor

By [illegible], President

CONSENT OF SURETY

We, [illegible] Date 10/28, 1976

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates
Attorney-in-fact

Bates & Bates, Inc.
Resident Agent

(SEAL)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 20, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Gellatly Summit-Wren Section
FAP No. RF-222(9)
Contract No. 8156

McNesby & Aubry, the joint venturer which completed this project, requested a 197-day increase in time due to weather and ground conditions when the day count resumed on March 1, 1976, and the problems related to the bankruptcy of their joint venture partner (Corvallis Sand & Gravel) which started the project and did the work on it in 1975. The job was actually completed September 15, 1976 with 35 1/2 days' liquidated damages assessed at $150 per day, for a total of $4,575.

We do not believe the reasons advanced by the contractor are valid for extension. While the bankruptcy of the one joint venturer is regrettable, the other did, in fact, also enter into this contract.

However, after a thorough review of the project record, we conclude there are other valid reasons to justify time extension. There are five significant quantity overruns and four of them relate to sequential work and had a delaying effect. These are:

Embankment foundation overrun,	10,515 cubic yards	(79 percent)
General excavation overrun,	8,849 cubic yards	(10.5 percent)
Overhaul (related to above) overran	6,884 C yard stations	(326 percent)
6- and 8-inch drain pipe overran	1,125 feet	(50 percent)
2A guard rail (E.W.O. 3) overran	750 feet	(79 percent)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The Resident Engineer has compared these overrun quantities with the contractor's actual production rates to justify the recommended extension. (A copy of his November 24, 1976 letter is attached.)

We ask your concurrence in a 35 1/2-day extension to delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

bc H. S. Coulter
C. T. Keasey
Robert Church
John Sheldrake

JAB:fr ja

TELEPHONE
AREA CODE 503
753-6691

CHEVRON
Heating Fuels
RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

McNESBY & AUBRY

Oil to Burn

P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

10/28/76

RECEIVED

NOV 1 1976

RESIDENT ENGR.
R. E. NELSON

State of Oregon,
Oregon State Highway Division,
3700 Philomath Highway,
Corvallis, Oregon 97[illegible]

Attention: Richard E. Nelson, Resident Engineer

Subject: OSHD Contract 156[illegible]
Cellatly Summit - Wren Section

Dear Mr. Nelson:

As you read this letter please take a moment and remember that day the writer visited you in your office shortly after the collapse of Corvallis Sand & Gravel was made known. At that time we informed you that although we weren't sure how we would complete your highway job, and other bonded jobs, we would complete them. From that day we organized and put together all the ingredients required for efficient, expedient, and organized completion of the bonded jobs. The odds against us seemed almost impossible at times, but we did complete the jobs. Your cooperation and other State Highway employees was of considerable help.

Attached is our formal request for an extension in contract time [illegible] the subject construction contract. Our request for [illegible] additional days is based on the following reasons for delay.

1. Day count was resumed on 9/1?/76. Due to unusual wet weather and ground conditions we were not permitted to begin work until 9/1?/76. [illegible] point of view we feel the day count could have been put on a hold basis until ground conditions allowed efficient construction equipment use. Also the safety of the motor traffic had to be considered as part of the reason for delaying the day count.

   Lost days due to unrealistic day count: [illegible] days.

2. [illegible] classification [illegible] between [illegible] work. In other words, [illegible]. While we, our attorneys, Morse Bros., Morse Bros. attorneys, and [illegible] discussed this matter, [illegible] from [illegible] 1976 to 9/?/76 [illegible] subcontractor [illegible] everyone.

   Lost days caused by the classification differences between Oregon State Highway Division & Morse Bros.: 55 days.

TELEPHONE
AREA CODE 503
753-6691

Chevron

CHEVRON
Heating Fuels

RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

McNESBY & AUBRY

P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PLANT
LOCATED AT CORNER OF
S.W. 14TH & "A" AVENUE

INDUSTRIAL
RAY OIL BURNERS
RAY PACKAGED BOILERS

10/28/76

OSHD Contract #156 Page 2

3. Our paving sub-contractor was not required to pay liquidated damages, as per our agreement. [illegible] our approved sub-contract with [illegible] in the interest of getting the job done as soon as possible for the [illegible]. For example on [illegible]/76 Morse Bros. started paving [illegible]. On 6/[illegible]/76 [illegible] completed. Delay caused by placing [illegible] in two (2) lifts (Morse Bros. could not adapt machine to 10 ft. wide panels. Nor could they pull a 2[illegible] ft. width). On 6/14/76 Morse Bros. moved paving crew to some other project. Morse Bros. had paved from #2305 to #2323 on prior dates. Morse Bros. [illegible] that following this paving Morse Bros. would complete the paving on the easterly section from [illegible] bridge to [illegible] allowing [illegible] to complete this section. [illegible] Morse Bros. [illegible] Morse Bros. project. Morse Bros. breakdowns caused further delays.

Lost days due to lack of pressure on liquidated damages charged to sub-contractor: 22 days.

4. Due to the decision of the Bankruptcy Court to not allow us to use the Corvallis Sand & Gravel paving plant and equipment, we were forced to use a friendly paving sub-contractor, under unfavorable conditions, to complete this large portion of the contract. [illegible] action [illegible] to find a good paving sub-contractor. [illegible] were contacted, and Morse Bros. proved to be the best in the interest of OSHD and McNesby & Aubry.

Lost days due to unforeseen unfriendly bankruptcy court decision: [illegible] days.

It is important to note that the above total of 1[illegible] lost days far exceeds the [illegible] days that was in fact lost on this job. [illegible] and efficient [illegible] of our equipment and manpower, plus constant supervision of our sub-contractors kept the lost days to a minimum.

To set the record straight, we fully understand the [illegible] for [illegible] increase of [illegible]. [illegible] early this year, that [illegible] Rome, and Lebanon [illegible] his CPA, and his construction superintendent.

At that meeting many things were discussed concerning [illegible] the jobs under our supervision. We made it plain to all present that completion by us was a certainty. At that meeting we were filled with [illegible] that the OSHD wanted and would help us as much as possible in every way. We are therefore asking for help in cancelling the liquidated charges of 3[illegible] work days.

The following are additional reasons for proper cancellation of excess workdays.

1. Under very difficult conditions we completed the contract.

Chevron
CHEVRON
Heating Fuels
RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

McNESBY & AUBRY
[illegible]
P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PL
LOCATED AT CORN
S.W. 14TH & "A" A
INDUSTRIAL
RAY OIL BURNER
RAY PACKAGED BOIL

2. Completion by us, instead of [illegible], [illegible] additional expense.

3. Had we elected to turn over the completion of [illegible] contract to the [illegible] Company considerable additional expense to [illegible] would have resulted. Plus some doubt as to whether the job would have been completed in 1975.

4. Our investigation reveals that the [illegible] has never experienced such a set of circumstances as this. A joint venture, and [illegible] bankrupt with [illegible] jobs with the [illegible] odds we completed the jobs. [illegible]

5. We also understand from the [illegible] that [illegible] joint venturers fail about half way through their attempt to complete the jobs. We beat the impossible odds. We did not fail. [illegible] the odds, the result would have meant considerable additional expense to the [illegible].

6. Early in the year [illegible] that we were [illegible] would be impossible because of the [illegible] [illegible] including you and [illegible] in the [illegible], we [illegible] (OSHD) jobs. By so doing we saved the [illegible] many, many dollars.

The [illegible] has often [illegible] that [illegible] ability on completing [illegible] to the [illegible] satisfaction. [illegible] to our jobs. [illegible] collecting [illegible] not serve a constructive purpose. You will agree [illegible] considerable financial [illegible]. But most of the liens and claims [illegible] without additional [illegible] interest [illegible] Many of [illegible] unusual circumstances.

We sincerely [illegible] that we already [illegible], that the [illegible] Claim.

Thank you.

Yours very truly,

McNESBY & AUBRY

B B Aubry

B. B. Aubry, President

BBA:nln

Chevron
CHEVRON Heating Fuels
RESIDENTIAL
CHEVRON FURNACES
CHEVRON OIL BURNERS

MCNESBY & A BRY
Oil to Rays
P.O. BOX "A", CORVALLIS, OREGON 97330

OFFICE AND PL
LOCATED AT CORN
S.W. 14TH & "A" A

INDUSTRIAL
RAY OIL BURNER
RAY PACKAGED BOIL

OSHD Contract #8146 Page 3 10/[illegible]/76

2. [illegible] additional expense.

3. Had we elected to turn over the completion of [illegible] Company considerable additional expense to [illegible] would have resulted. Plus some doubt as to whether the job would have been completed in 19[illegible].

4. Our investigation reveals that the OSHD has never experienced [illegible] circumstances as this. A joint venture, and [illegible] bankrupt with [illegible] jobs with the [illegible] equipment [illegible] odds we completed the jobs.

5. We also understand from the bonding company that [illegible] joint venturers fail about half way through their attempt to [illegible] to beat the impossible odds. We did not fail. [illegible] the jobs. [illegible] the result would have meant considerable additional [illegible] as per the odds, [illegible] to the OSHD.

6. Early in the year [illegible] would be impossible [illegible] levelled in the [illegible] including [illegible] in the OSHD, [illegible] (OSHD) jobs. [illegible] saved the OSHD many, many dollars.

The OSHD has often [illegible] that [illegible] ability on completing [illegible] satisfaction. [illegible] to [illegible] jobs. [illegible] collecting [illegible] not serve [illegible] considerable financial [illegible]. You will agree that [illegible] without additional [illegible] most of the liens and claims [illegible] Many of [illegible].

[illegible] Closed.

Thank you.

Yours very truly,

McNESBY & AUBRY

B.B. Aubry

B. B. Aubry, President

BBA:nlm

January 26, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 14, 1977, we wrote to you concerning release of final payment on Contract No. [illegible]150 awarded to Corvallis Sand & Gravel Company and McKesby & Aubry, Inc., for work on the [illegible] Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

Final payment on this contract is $4,894.30 and the total contract amount is $629,619.11 including $8,279.02 for work performed under force account.

Very truly yours,

J. N. Head
COMMISSION SERVICES

sr

cc McKesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn. Dick Hacek
John Sheldrake

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 6, 1977

FILE: CON 5 #8156

OK

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Gellatly Summit-Wren Section
Contract No. 8156
Request for Time Extension

McNesby & Aubry, the joint venture which completed this project, requested a 197-day increase in time due to weather and ground conditions when the day count resumed on March 1, 1976 and the problems related to the bankruptcy of their joint venture partner, (Corvallis Sand & Gravel) which started the project and did the work on it in 1975. The job was actually completed September 15, 1976 with 35-1/2 days liquidated damages assessed at $150 per day for a total of $4,575.

I do not believe the reasons advanced by the contractor are valid for extension, or at least for a participating extension. While the bankruptcy of the one joint venturer is regrettable, the other did in fact, also enter into this contract.

After a thorough review of the project record and sending this request to the field once for further information, I conclude that there are other valid reasons to justify time extension. There are five significant quantity overruns and four of them relate to sequential work and had a delaying effect. These are -

Embankment foundation overrun, 10,515 cubic yards (79 per cent)
General excavation overrun, 8,849 cubic yards (10.5 per cent)
Overhaul (related to above) overran 6,884 C yard stations (326 per cent)

6 and 8 inch drain pipe overran 1125 feet (50 per cent)
2A guard rail (E.W.O. 3) overran 750 feet (79 per cent)

Admittedly, we are interpreting the above facts in the contractor's favor in that the grading work in which most of the above overruns are involved was 95 per cent done the first season and the project ended the first season in good status from a time standpoint (project 69 per cent completed and time 57 per cent elapsed with 152 calendar workdays remaining).

The field does very strongly recommend that this extension be granted and I concur in the 35-1/2 days to delete all liquidated damages. I have discussed it with the Area Engineer previously and believe it should be submitted to FHWA formally for their concurrence. Rough draft letters for this purpose and to the contractor are attached, along with our complete file for your further information.

JAB:fr
Att.
cc: Robert Church

REFER TO
FOR

FORM 81-7-14-1030

FILE: 2-1079

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Corvallis, OR

November 24, 1976

FROM: Richard E. Nelson
Resident Engineer

SUBJECT: Time Extension Report
Contract 8156
Gellatly Summit-Wren Section
Corvallis-Newport Highway

TO: G. W. Wimer
REGION CONSTRUCTION ENGINEER

Pursuant to our November [illegible], 1976 conversation relative to John Bond's November 22, 1976 letter expressing a need for demonstrating further justification for granting the time extension request, I am transmitting a copy of - Construction Engineers Narrative; Memo to the Files on March 8, 1976 meeting with Bert Aubry; Statement of Overruns and Underruns.

For further consideration I would offer the following;

Embankment Foundation Excavation - overrun 10,515 cu. yds., 25,[illegible]5.6 cu. yds. was excavated in [illegible] days for average production of 663.5 yds. per day, 10,515 ÷ 663.5 = 15.8 days x 7/5 = 22.1 days; Embankment foundation excavation was critical to project progress.

General Excavation - overrun 8,849 cu. yds. Average daily production was about 1,000 cu. yds for 8.8 days x 7/5 = 12.3 days.

Perf. Pipe - overrun 1,217' - [illegible] approx. 5 days to install, for 7 calendar days.

Flagging overrun approx. [illegible] 1/2 times [illegible]. [illegible] are difficult items to place a time value on, [illegible] project was not constructed in a manner [illegible] project plans.

Emb. Found. Exc.	22.1 days
Gen. Excavation	12.3 days
Perf. Pipe	7.0 days
Flagging & overhaul	?
Total	41.4 days

This would [illegible] 35 days [illegible] overrun [illegible] value [illegible] adequate to [illegible] operation considerations.

John Bond's November [illegible], 1976 letter advises to [illegible] where-in [illegible] expressed [illegible] the contractor [illegible] extension [illegible]; reference to [illegible] that the contract [illegible] advantage of the [illegible] factor [illegible] have [illegible] of the project. [illegible] of plus [illegible] properly [illegible] full [illegible].

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 22, 1976

FILE: CON 5 #8156

FROM: John A. Bond
Construction Administration Engineer

TO: G. W. Wimer
Region II Construction Engineer

SUBJECT: Gellatly Summit-Wren
Contract No. 8156
Request for Time Extension

NOTED
E. S. HUNTER

In reviewing this request and the field recommendations on it, we have trouble justifying a complete time extension on a participating basis. Is the time-money derivation in the next to the last paragraph of your November 16 letter valid? The original contract amount was $817,483. I am advised the net overrun including all price agreements and extra work orders (and several of these would not be valid for time extension) amount to only a 2.2 percent overrun.

The time count was apparently stopped quite promptly just a few days after paving was completed. At the end of 1975, the project was theoretically in good standing with the time 57 percent gone, but the work 69 percent accomplished. The State's engineering costs are over some 64 percent. Also note the Resident Engineer's comments in his narrative report.

I share your desire to be very fair with this contractor, as we try to be with any contractor, but at this point, believe we need a better case to grant a complete time extension.

Please review and advise.

JAB:fr

cc: E. S. Hunter

REC[illegible]
STATE H[illegible]
[illegible] 2 [illegible] 76
REFER TO
FOR
Info | Inve | R.D. | D.R. | Sig. | [illegible]

November 9, 1976

Coral Corporation
P. O. Box 248
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Gentlemen:

Thank you for your letter of November 5, 1976, informing us that your claim in the amount of $447.50 filed against the bond taken from Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8156 has been paid in full.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX ~~258~~ 248
GLADSTONE, OREGON 97027

November 5, 1976

Oregon State Highway Division
121 State Highway Bldg.
Salem, Oregon 97310

ATTN: C.W. Head

Gentlemen:

Our claim in the amount of $447.50 filed on January 20, 1976 against the bond taken from Corvallis Sand & Gravel, Inc. and McNesby & Aubry, Inc., a joint venture, and United Pacific Insurance Company, 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232 for work on Oregon State Highway Division Contract No. 8156, Gellatly Summit-Wren Section has been paid in full.

Sincerely,

Larry Arnold
Accountant

LA/sls

CC: McNesby & Aubry, Inc.
United Pacific Insurance Co.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GELLATLY SUMMIT - WREN

WEEK ENDING: October 9, 1976

SECTION PREFIX: 2-1079

HIGHWAY: Corvallis - Newport

COUNTY: Benton

NAME OF JOB: Gellatly Summit - Wren

KIND OF WORK: Grading and Paving

CONTRACTOR: McNesby & Aubry

CONTRACT NUMBER: 8156

FEDERAL AID PROJECT NUMBER: RF-222(9)

DATE OF CONTRACT: April 21, 1975

DATE WORK STARTED: May 19, 1975

ESTIMATED COMPLETION DATE: September 15, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED ~~CALENDAR~~ work DAYS: 350

WORK DAYS USED

~~CALENDAR~~ work DAYS USED: 385½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $987,090.49

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $908,819

ENGINEERING AUTHORIZATION: $78,271.49

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $908,819

ENGINEERING COST TO DATE: $128,000

DATE PROJECT WAS COMPLETED: September 15, 1976

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 164 %

PROJECT COMPLETED - SEMIFINAL ESTIMATE DELIVERED TO REGION OFFICE October 5, 1976.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Channel Chg.	Box Culvert
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Cem.Tr.Base	PAVING
MILES IN PROJECT	2.06	2.06		2.06	2.06
MILES PARTIALLY COMPLETED	2.06	2.06		2.06	2.06
MILES COMPLETED	2.06	2.06		2.06	2.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	103,880 cy	3,000 ton		23,300 ton	13,700 ton
TOTAL QUANTITIES CORRECTED TO DATE	122,356 cy	5.683 ton		24,252 ton	13,665 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	122,356 cy	5,683 ton		24,252 ton	13.665 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					
PERCENT					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-3		385½		
MONDAY 4				
TUESDAY 5				RECEIVED
WEDNESDAY 6				
THURSDAY 7				
FRIDAY 8				
SATURDAY 9				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending October 9, 1976.

REMARKS

Project completed September 15, 1976 - Semifinal estimate and supporting data delivered to Region Office October 5, 1976.

FINAL REPORT.

SIGNED ______________________ LOCATION Corvallis
Richard E. Nelson, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

IN THE

United States District Court

FOR THE

District of Oregon

Division

9-1-76

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Sylvis
Sharp
Hedrickson
Head

IN THE MATTER OF

CORVALLIS SAND & GRAVEL, a corporation

Debtor.

IN BANKRUPTCY
CHAPTER XI
NO. B76-244

NOTICE OF MEETING OF CREDITORS OR HEARING

NOTICE IS HEREBY GIVEN THAT:

☒ A meeting of creditors of the above-named debtor,
☒ A hearing in said cause,

will be held at Albany City Council Chambers, 240 West Second Street in the city of Albany, State of Oregon, on the 10th day of September, 1976, at 2:00 o'clock P M., to consider and act upon the following matters:

Applications for allowances for administrative expenses have been made as follows:

Long, Bodtker and Post,
Attorneys for Debtor

Attorney fees	$31,800.00
Expenses	549.77

Jerome E. LaBarre
Attorney for Creditors' Committee

Attorney fees	$7,746.00
Costs & Expenses	339.14

The applications will be heard and acted upon at the meeting and examined pursuant to Bankruptcy Rules 219 and 11-29.

The attorney for the Creditors' Committee has also applied for an order appointing Robert Mix as attorney for the debtor for the special purpose of pursuing litigation now docketed in the United States Supreme Court as cases numbered 75-567 and 75-577 provided that if no recovery for the benefit of creditors results from such litigation then no attorney's fees, costs or disbursements shall be recoverable from the creditors of the debtor's Chapter XI estate herein, and in the event of any recovery and award of attorney fees, and costs they shall be pro-rated in direct proportion to the benefits received from the litigation by Citizens Bank of Corvallis and benefits received by general creditors of the debtor.

and transact such other business as may properly come before the meeting.
DATED: August 31, 1976 at Eugene, Oregon

C.E. LUCKEY, Bankruptcy Judge
Room 404, United States Federal Building
211 East 7th Street, PO Box 1335
Eugene, Oregon 97401

July 23, 1976

George M. Philpott Co., Oreg. Ltd.
P. O. Box 10144
Portland, OR 97210

Attention: Robert L. Johnson

Gentlemen:

Thank you for your letter of July 19, 1976, advising us that your claim filed against Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section in Benton County has been paid in full.

Our records indicate that your claim was for materials in the amount of $2,064.31 which was filed with the Secretary of State on February 19, 1976, and was assigned file number 5044.

This information is being noted in our records and we will advise all interested parties that this claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

GMP

GEORGE M. PHILPOTT CO., LTD.

PORTLAND SEATTLE SPOKANE

CONSTRUCTION EQUIPMENT — SALES — RENTALS — SERVICE

July 19, 1976

ADDRESS REPLY TO:
P.O.Box 10144
Portland, Oregon. 97210

Department of Transporation
Highway Building
Salem, Oregon. 97310

Re:Corvallis Sand & Gravel-Menesby & Aubry
Contract #8156
Gellatly Summit-Wren Section

Gentlemen:

This letter is to advise that our claim filed February 16,1976, on this job has been paid in full.

Yours truly,

George M. Philpott Co.,Oreg.Ltd.

By

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 Highway Building

June 11, 1976

United Pacific/Reliance Insurance Companies
728 St. Helens Avenue
Tacoma, WA 98402

RE: Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

ATTENTION: Mr. Robert L. Miller
Bond Claim Department

Dear Bob:

In reply to your letter of June 7, 1976, please be advised that we are clear to make payments on all the contracts except two for which corrected payrolls have not been received.

I have been advised by Jim Walton that the corrected payrolls will be received shortly, and at that time payments will be made.

By copy of this letter I am requesting the Accounting Section to send you a copy of all payment estimates.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: C. W. Head
Dick Hacek

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206 — 383-1481

June 7, 1976

C. W. Head
Commission Services
State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Mr. Jack Sollis
Assistant Attorney General
Department of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Confirming our discussion this date with yourself and Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, we advise you that United Pacific Insurance Company, as surety on the Performance Bonds on the above project, has no objections to payments on the above contracts being made and sent to McNesby & Aubry, Inc., c/o James W. Walton, Attorney at Law, P. O. Box 1067, Corvallis, Oregon.

United Pacific would appreciate receiving a copy of the payment estimates as they are approved and payment is made on each of the above bonded projects.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller
Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Kohnen Larson & Co.
Eugene Bonds

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONE 752 5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE
P.O. BOX 415
CORVALLIS OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

May 26, 1976

RECEIVED
JUN 07 1976
LEGAL

* OK to pay when payrolls & consent of surety submitted (JCS)

Mr. Jack Sollis
State Highway Department
Salem, Oregon 97310

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem, Oregon 97310

Re: McNesby & Aubry - Corvallis Sand -
Citizens Bank of Corvallis

Gentlemen:

You are hereby authorized to pay all funds received from the following State Highway and bonded jobs to McNesby & Aubry, Inc.

PAY NOW (JCS) 8227 1) Oregon State Highway Department - Elks Drive - Conifer.

* 9111 2) Albany Avenue. Payrolls not rec'd

3) Independence Airport.

8307 4) Oregon State Highway Department - Highway 34.

* 8156 5) Oregon State Highway Department - Wren/Gellatly. Payrolls received

* 8271 6) OSHD - Sweethome. Contract partial #1

We will look to McNesby & Aubry under separate agreements for the portion thereof applicable to the claim of the City of Corvallis.

Yours very truly,

LaVerne M. Johnson

LMJ:jm
cc: James W. Walton
P. O. Box 1067
Corvallis, Oregon 97330

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

May 21, 1976

NOTED
JACK L. SOLLIS

RECEIVED
MAY 24 1976
LEGAL

Mr. Jack Sollis
State Highway Department
Salem OR

Mr. James C. Rhodes
Department of Justice
100 State Office Building
Salem OR 97310

Gentlemen:

Re: Corvallis Sand & Gravel - Citizens Bank -
McNesby & Aubry

The Citizens Bank and McNesby & Aubry, Inc. have reached an arrangement. I anticipate that you will receive a letter from LaVerne Johnson, Counsel for the Bank, directing that all funds under State Highway jobs and the Independence Airport job be paid directly to McNesby & Aubry, Inc.

We have made an arrangement with the Citizens Bank mutually detailing our respective interests in these jobs.

Very truly yours,

J.W. Walton

jr

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS OREGON 97330 • PHONE (503) 757-1213

SERVICE INTEGRITY PROTECTION

UNITED PACIFIC/RELIANCE

728 ST HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206 — 383-1481

April 27, 1976

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

C. W. Head
Commission Services

Gentlemen:

Corvallis Sand & Gravel Company
& McNesby & Aubry, Inc.
Contracts #8149, 8156, 8229, 8271, 8307

Reference your letter of April 9th addressed to United Pacific and your letter of April 12th addressed to Thomas & Johnson, Attorneys, and Attorney Walton's letter of April 21, 1976, addressed to your office with respect to the contract funds due or to become due on the above bonded contracts. United Pacific does object to any funds due or to become due being paid direct to Citizens Bank of Corvallis. However, we do not object to the funds being paid to the joint venture as long as they are mailed to Attorney James W. Walton. As surety on the bonds, we must insist any contract funds due or to become due are used to complete the work on these contracts and pay valid labor, material and/or other statutory claims or liens arising out of these projects.

We understand Attorney Walton has been negotiating with the counsel for Citizens Bank on matters relating to any claim which the bank may have relating to these jobs.

Your cooperation is requested and will be appreciated.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L. Miller

Robert L. Miller
Bond Claim Department

jc

cc: James Walton
McNesby & Aubry, Inc.
Eugene Claims

RECEIVED
APR 30 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RINGO, WALTON & EYES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

April 21, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem OR 97310

Dear Mr. Head:

Re: Corvallis Sand and Gravel Co./McNesby & Aubry, Inc.

On behalf of McNesby and Aubry, we object to the payment of any funds directly to Citizen's Bank alone from any other State contracts.

To our knowledge, Citizen's Bank has a claim against one of the above-mentioned jobs, that being Albany Avenue.

We anticipate being able to resolve with Citizen's Bank any claims under these jobs.

As you are aware, McNesby and Aubry have undertaken the completion of each of these jobs.

Very truly yours,

J. W. Walton
sig
cc: Jack Sollis
LaVerne Johnson
Bob Miller
Burt Aubry
David Smith

RECEIVED
APR 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 9733 • PHONE (503) 757-1213

April 12, 1976

Thomas & Johnson
Attorneys at Law
P. O. Box 415
Corvallis, OR 97330

Attn: George B. Heilig

Gentlemen:

Reference is made to your letter of April 7, 1976, concerning Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contracts 8149, 8156, 8229, 8271 and 8307. Mr. Willard Bodtker's letter was received in this office on April 8, 1976.

After consulting with Mr. Jack Sollis, Assistant Attorney General for the Department of Transportation, a letter was written to the United Pacific Insurance Company in Tacoma, Washington, asking if they objected if the State released future payments on these contracts to the Citizens Bank of Corvallis.

Just as soon as we hear from the surety we will advise you of the payments.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc Jack Sollis

April 9, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Attention: Robert Miller

Gentlemen:

Do you have any objections if the State releases future payments of Corvallis Sand & Gravel Co. and McNeaby & Aubry, Inc., Contract Nos. 8149, 8156, 8271, 8307 and 8229 to the Citizens Bank of Corvallis?

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

bc Jack Sollis

DEPARTMENT OF JUSTICE

Memorandum

TO: C. W. Head
Manager, Commission Services

DATE: April 9, 1976

FROM: Jack L. Sollis JLS cH
Assistant Attorney General

SUBJECT: Accounts Receivable
Corvallis Sand & Gravel

I would check with the surety company and see if it is satisfactory with them to release payments to the Citizens Bank of Corvallis as indicated by prior correspondence from them and Mr. Walton, attorney for McNesby and Aubry.

I would do everything I could to expedite payments to the Citizens Bank so they can get creditors paid off and get McNesby and Aubry back on the road to getting these contracts complete. If you have any questions give me a call.

JLS:clh

PHONE 752-5121

THOMAS & JOHNSON
ATTORNEYS AT LAW
312 S.W. JEFFERSON AVE
P.O BOX 415
CORVALLIS, OREGON 97330

JOHN D. THOMAS
LAVERNE M. JOHNSON

GEORGE B. HEILIG

April 7, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, OR 97310

RE: Corvallis Sand & Gravel - Oregon State Highway Department

Dear Mr. Head:

This is to memorialize our telephone conversation of April 6, 1976 wherein we reviewed your letter of March 22, 1976 to Mr. Willard Bodtker, attorney for Corvallis Sand & Gravel.

You will recall during our telephone conversation that I indicated to you that I had spoken with Mr. Bodtker April 5, 1976 and that he was sending to you a letter of clarification substantially in the form attached hereto pursuant to which you may release any monies due and owing to Corvallis Sand & Gravel pursuant to certain contracts with the Oregon State Highway Department to the order of Citizens Bank of Corvallis.

On behalf of Citizens Bank of Corvallis, we look forward to receiving those remittances at your earliest convenience.

Very truly yours,

George B. Heilig

George B. Heilig

GBH/dw
enc.
cc: Mr. Willard Bodtker
Mr. James Walton
Mr. Alden Toevs

To; Account Receivable

Gentlemen:

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

Very truly yours,

Willard Lodther

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

TO: ACCOUNTS RECEIVABLE OF CORVALLIS SAND & GRAVEL COMPANY

FROM: WILLARD BODTKER
ATTORNEY FOR CORVALLIS SAND & GRAVEL COMPANY

RE: FUTURE PAYMENTS ON ACCOUNTS OWING TO CORVALLIS SAND & GRAVEL COMPANY

DATE: APRIL 6, 1976

It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe to Corvallis Sand & Gravel. Please be advised that you should follow the directions of the letter you originally received from Citizens Bank of Corvallis and payments should be directed to their order.

Payments made to our office pursuant to our notice will be credited to your account.

Your early attention to this matter will be appreciated and if you have any questions, please direct your inquiries to Citizens Bank of Corvallis.

RECEIVED
APR - 197
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION

Jack Sollis
Legal Branch

April 6, 1976

C. W. Head
Commission Services

Corvallis Sand and Gravel Company

I received a telephone call today from George Heilig, one of the attorneys for the Citizens Bank of Corvallis, regarding our letter to Willard Bodtker dated March 22, 1976 (Corvallis Sand and Gravel problem). Attached is a copy of our letter to Willard Bodtker.

Heilig stated that he had talked to Bodtker yesterday. Due to administrative lag, he said we will be getting a letter from Bodtker which he read as follows:

> "To all accounts:
>
> It has recently come to our attention that some confusion exists as to whom you should make payments on behalf of the account you now owe as Corvallis Sand and Gravel.
>
> Please be advised that you should follow the directions of the letter originally received from the Citizens Bank in Corvallis. Payments should be directed to their order. Payments made to our office pursuant to our notice will be credited to your account.
>
> Your early attention to this matter will be appreciated. If you have any questions, please direct your inquiries to Citizens Bank in Corvallis."

Attached is a copy of the letter we originally received from Citizens Bank of Corvallis.

Heilig said he felt this would satisfy our inquiry of March 22. Mr. Heilig indicated he would send a letter to us today confirming this telephone call with a carbon copy to Bodtker.

Heilig suggested that I call Bodtker to confirm that those payments be sent to Citizens Bank in Corvallis (Bodtker's telephone number - 926-5504). I told Heilig that I would pass this information on to you, Jack.

CWH:sr
Att.

Files

5096

FILED
JUN 1 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 28, 1976

Central Credit Corporation
1760 S. W. Third
Corvallis, OR 97330

ED 0
7-16-76

Gentlemen:

This is to acknowledge receipt of your Notice of Claim of May 19, 1976, on behalf of Truax Oil, Inc. stating that Corvallis Sand and Gravel Co. and McNesby & Aubry, Inc. owes them for gasoline and diesel fuel in the amount of $22,238.74.

From the description given in your letter, this appears to be in connection with the Corvallis Sand and Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:kr

cc: United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

May 19, 1976

TO: Department of Transportation
Highway Division
State Highway Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN: That the undersigned, CENTRAL CREDIT CORPORATION, assignee, has a claim for gasoline and diesel fuel furnished by Truax Oil, Inc., to Corvallis Sand and Gravel, in the sum of $22,238.74, against the bond taken from Corvallis Sand and Gravel Company, McNesby & Aubry, Inc., principals, and United Pacific Insurance Company, sureties, upon the bond for work of Corvallis Sand and Gravel Company, upon the Wren-Gellatly Summit Highway construction in Benton County, Oregon. Said gasoline and diesel fuel was furnished July to November, 1975, inclusive.

CENTRAL CREDIT CORPORATION
1760 S.W. Third
Corvallis, Oregon 97330

By____________________________

cc: Secretary of State
Salem, OR 97310

RECEIVED
MAY 25 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5090

FILED
MAY 21 1976
CLAY MYERS
SECRETARY OF STATE

Files

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 19, 1976

Fenner & Barnhisel
Attorneys at Law
P. O. Box 396
Corvallis, OR 97330

7-16-76

Gentlemen:

Reference is made to your letter of May 10 with attached Notice of Claim of Cordel Corporation informing us that Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., owes them for labor and materials in the amount of $4,401.65.

This appears to be in reference to the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will inform them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

bc Secretary of State -
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FENNER & BARNHISEL
ATTORNEYS AT LAW
P O BOX 396
123 N. W. SEVENTH STREET
CORVALLIS, OREGON 97330

JOHN B. FENNER
PETER L. BARNHISEL
GRETCHEN R. MORRIS

TELEPHONE 757-0575
AREA CODE 503

May 10, 1976

Mr. Cecil Head, Manager
Transportation Commission Services
Dept. of Transportation
State Highway Building
Salem, Oregon 97310

Re: Contract No. 8156
Gellatly Summit-Wren Section,
Corvallis - Newport Highway
Benton County, Oregon

Dear Mr. Head:

Enclosed is a Notice of claim of Cordel Corporation, dba Barry Construction Co., on the contractor's bond on Contract No. 8156.

Sincerely yours,

FENNER & BARNHISEL

By

PLB:bb
Enclosure
cc: Corvallis Sand & Gravel Company (w/encl.)

RECEIVED
MAY 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE TO DEPARTMENT OF TRANSPORTATION
STATE OF OREGON

Notice is hereby given that the undersigned, CORDEL CORPORATION, dba Barry's Construction Co., has a claim for labor and materials in the form of excavation, piping, and related work furnished by it in the sum of Four Thousand Four Hundred One and 65/100 Dollars ($4,401.65) against the bond taken from Corvallis Sand & Gravel Company and McNesby & Aubry Co. and United Pacific Insurance Company for the work of grading and paving, Gellatly Summit-Wren section of Corvallis-Newport Highway, Benton County, Oregon, Contract No. 8156.

DATED: May 10, 1976.

CORDEL CORPORATION

By Kenneth T. Place
Kenneth T. Place, President

RECEIVED
MAY 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

April 1, 1976

Mr. Albert L. Menashe
Assistant Attorney General
Department of Justice
555 State Office Building
Portland, OR 97201

Dear Mr. Menashe:

This is to acknowledge receipt of your letter of March 30, 1976, with attached Notice of Claim of Linnie W. Townlin stating that Corvallis Sand and Gravel Company owes him $34.59 plus applicable fringe benefits.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the principal contractors of the receipt of this claim. We also note that you have filed this claim with the Secretary of State.

Please let us know when this claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

Ringo, Walton and Eves
Attorneys at Law
605 SW Jeff
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 STATE OFFICE BUILDING
PORTLAND, OREGON 97201
TELEPHONE: (503) 229-5725

March 30, 1976

Mr. Vernon E. Skoog
Controller
Highway Division
Oregon Department of Transportation
434 State Highway Building
Salem, Oregon 97310

Re: Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation, No. 8156; and Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation; and F.G. Scott Construction Co., No. 8274

Dear Mr. Skoog:

Enclosed for filing, pursuant to ORS 279.528, please find notice of claims by the Oregon Bureau of Labor as assignee of various wage claims against Corvallis Sand and Gravel Company. We are also providing notice to the Secretary of State.

We request that you give this matter your immediate attention and if you have any questions, please contact me.

Sincerely,

Albert L. Menashe
Assistant Attorney General

ds

Enc. - claims of Linnie W. Townlin

RECEIVED
MAR 31 1976
HIGHWAY ACCOUNTING

NOTICE OF CLAIM

TO: The Honorable lay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, OR 97310

VERNON E. SKOOG, Controller, Hwy. Div.
Oregon Dept. of Transportation
434 State Highway Building
Salem, Oregon 97310

Re: Corvallis Sand and Gravel Company -- Highway Division, Oregon Department of Transporation,
Contract No. 8156

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Linnie W. Townlin, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Corvallis Sand and Gravel Company, which claim is in the sum of $37.14/plus applicable fringe benefits. A description of the work, labor and services is set out below:

Work Performed: Equipment operator

Period: December 10, 1975

Rate of Pay: 3-1/2 hours at $7.49 per hour
1 hour at $10.92 per hour, plus applicable fringe benefits

Amount Earned: $34.59, plus applicable fringe benefits

Less Paid: none

Amount Due: $34.59, plus applicable fringe benefits

This claim is asserted against the bond taken from Corvallis Sand and Gravel Company, as principal, with United Pacific Insurance Company, as surety, for the work of Highway construction performed for the benefit of Highway Division, Oregon Department of Transportation, a public body.

By
DEPUTY COMMISSIONER
Oregon Bureau of Labor

Files

5069

FILED
APR 1 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 31, 1976

Jack L. Joyce
Attorney at Law
PO Box 871
Philomath, OR 97370

7-16-76

Dear Mr. Joyce:

This is to acknowledge receipt of the Notice of Claim and exhibits of your client, Joseph Lamberty, stating that Corvallis Sand & Gravel Company owes him $6,582.83 for labor and materials.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Ringo, Walton and Eves
Attorneys at Law
605 SW Jeff
Corvallis, OR 97330

bc: Secretary of State ✓ - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

TO: STATE OF OREGON
Department of Transportation
Highway Division
Salem, Oregon

NOTICE OF CLAIM

Notice is hereby given that the undersigned, JOSEPH LAMBERTY dba JAYTE'EL CO., has a claim for labor performed and materials furnished as set forth in the exhibits which are attached, incorporated by reference and made a part hereof, in the sum of $6,582.83 against the bond taken from United Pacific Insurance Company as surety for the work of Corvallis Sand & Gravel Company, an Oregon corporation. Claimant's work was performed on the Corvallis - Newport highway, Gellatly-Summit-Wren, Section Contract No. 8156.

Joseph Lamberty
Joseph Lamberty

RECEIVED
COMMISSION [illegible]
DEPARTMENT OF TRANSPORTATION

Statement

PHI[illegible]ATH, OREGON, [illegible] 4 19 75

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-1185

[illegible] Co.
1445 [illegible]
[illegible]

			DEBIT		CREDIT
7/?/75		600 [illegible]			
		[illegible]	[illegible]	[illegible]	
7/1?/75		[illegible]	[illegible]		
7/14/75		[illegible]	[illegible]	[illegible]	
		650 lb. [illegible] @ .16	[illegible]	44	
		1400 FT. Primacord @ 4[illegible] M	60	15	
		2 #1 Del[illegible]	1	[illegible]	
		2 #2 [illegible]	1	[illegible]	
		Pickup + Delivery [illegible]	15	00	
7/?/75		[illegible]	75	[illegible]	
7/24/75		[illegible]	[illegible]		
		250 lb. [illegible]	1?4	50	
		[illegible] @ 4[illegible]	5?	37	
		[illegible]			
		[illegible]		[illegible]	
		Delivery [illegible]		[illegible]	
7/?/75		[illegible]	[illegible]	00	
7/?/75		[illegible] lbs [illegible] @ [illegible]	[illegible]	[illegible]	
			31	75	
		1000 Ft Primacord @ 43.56 M	43	56	
		Delivery + Detonator Rent	15	00	
			1747	72	

Bills Due 10th of Month Following Purchase.

Statement

PHI ATH, OREGON, [illegible] 19 75

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-1185

Corvallis Sand & Gravel Co.

	Continued	DEBIT		CREDIT	
	Carried over from Page 1	1147	72		
7/28/75	Comp. + Drill 7 hrs @ 25	175	00		
7/29/75	" " 5 hrs @ 35	175	00		
7/30/75	" " 2 hrs @ 25	50	00		
7/31/75	" " 6½ hrs	162	50		
	450 lbs Hi Drive @ 49.7¢	223	72		
	2-#1 Delay caps @ .60	1	20		
	2-#2 Delay Caps @ .64	1	28		
	Detonator Rent [illegible]	5	00		
Month of	June 840 yds Rip Rap @ 1.50	1260	00		
7/18/75	150 yds Rip Rap @ 1.50	225	00		
7/21/75	150 yds Rip Rap @ 1.50	225	00		
7/22/75	150 yds " "	225	00		
7/23/75	120 yds " " "	180	00		
7/25/75	160 yds " " "	240	00		
	Total	4846	62		
	8/26/75			1000	00

Bills Due 10th of Month Following Purchase.

PHILOMATH, OREGON, 19

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-4185

Corvallis Sand & Gravel
1445 S.E. Crystal Lake Drive
Corvallis, Or.

		DEBIT	CREDIT
9/1/75	Drill & Compressor		
9/3	2 hrs @ 25/hr	50 00	
9/4	" " 8 hrs	200 00	
9/6	" " 8 hrs	200 00	
9/8	" " 8 hrs	200 00	
9/9	" " 6 hrs	150 00	
9/10	" " 6 hrs	150 00	
9/11	" " 4 hrs	100 00	
9/12	" " 6 hrs	150 00	
	" " 7 hrs	175 00	
	Comp & Drill Rent total	1375 00	
	Blasting supplys	741 21	
	Aug. 4 Billing	546 67	
8/26/75	Rec'd Check		
			1000 00
	Total Due	1167 83	

Bills Due 10th of Month Following Purchase.

Statement

P. MATH, OREGON, [illegible] 19[illegible]

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-4185

Corvallis Sand & Gravel Co
1445 S.E. [illegible] Drive
Corvallis, Ore.

		Wren Hyway Job	DEBIT		CREDIT	
9/[illegible]		[illegible] @ 13.45	76	90		
		500 lbs [illegible] @ [illegible]	163	10		
		6-24 Ft [illegible]	4	20		
9/5		750 lbs 1x16 Hi-Velo @ 55.37	415	65		
		14-24 Ft [illegible]	9	80		
9/8		750 lbs 1x16 Hi-Velo @ 55.37	418	65		
		2000 Ft Primacord @ 38.45	76	90		
9/9		300 lbs 1x16 Hi-Velo @ 55.37	161	46		
9/21		1000 Ft Primacord	48	45		
		350 lbs 1x16 Hi-Velo @ 55.37	195	37		
		4-30 Ft [illegible]	7	80		
9/30		50 lbs 1¼x8 Hi-Velo	34	90		
		1000 FT Primacord	48	45		
10/13		1000 FT Primacord	48	45		
		3-24 FT [illegible] @ .70	2	10		
		150 lbs - Hi-Velo 1x16	83	73		
		1 Roll elec. Tape		70		
		Blasting supplies Total	1941	21		

Bills Due 10th of Month Following Purchase.

Statement

PH MATH, OREGON, ______ 19__

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-4185

Corvallis [illegible] Co
1445 [illegible] Drive
Corvallis [illegible]

			DEBIT		CREDIT	
8/6	75	D-8 Cat @ 20. 3 hrs	60	00		
8/7	75	D-8 CAT 2 hrs @ 20.	40	00		
8/10	75	" 1½ hrs @ 20.	30	00		
9/5	75	" 6 hrs @ 20	120	00		
9/8	75	" 3 hrs @ 20.	60	00		
11/25	75	" 4 hrs @ 20.	80	00		
		Aug 4. Billing	4846	62		
		Oct. 20. Billing	3316	21		
8/26	75	Rec'd on Account			1000	00
11/24	75	Rec'd on Account			1000	00
		Balance Due	6552	83		

Bills Due 10th of Month Following Purchase.

Statement

PHILOMATH, OREGON, [illegible] 19[illegible]

JAYTE'EL CO.

P. O. Box 126, Philomath, Oregon
Phone: WA 9-4185

Corvallis [illegible]
[illegible]
[illegible] 97330

			DEBIT	CREDIT
		Balance due [illegible]	[illegible]	
11/10	75	20 yd [illegible]	[illegible]	
		Total due	[illegible]	

Bills Due 10th of Month Following Purchase.

JAYTE'EL CO.

Box 126, Philomath, Oregon

Dec. 10, 1975

Sold to Corvallis Sand & Gravel Co

Address 1445 S.E. Crystal Lake Dr. Corvallis

Chg.	Cash	Del.	Stock Pile	F.O.B.	
O.R.	Minus			1½"	
¼"				2"	
½"				3"	
¾"				Shale	
1"				Pit Run	
1¼"				Rip Rap	20 Yds

Trucker C.S.&G.

Customer's Signature

Nº 12781

Contract No. 8156

files

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 22, 1976

Long, Bodtker & Post
425 West Second Ave.
Albany, OR 97321

Attn: Willard Bodtker

Gentlemen:

Reference is made to your letters of March 18, 1976, concerning money due to Corvallis Sand and Gravel Company.

There has been an assignment from Corvallis Sand and Gravel to McNesby and Aubry dated January 30, 1976, of all proceeds due and owing on these contracts. We have received notification from Mr. J. W. Walton, Attorney for McNesby and Aubry, that all correspondence concerning their contracts should be sent to McNesby and Aubry, Inc., Box "A", Corvallis, OR 97330.

The Highway Division will not release any monies under these contracts until such time as we have been advised that the distribution of such monies has been worked out by your office and Mr. Walton's office.

The Highway Division does not intend to become involved in the litigation regarding the bankruptcy of Corvallis Sand and Gravel and would assume that your office and Mr. Walton's office will work this matter out.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330
Attn: J. W. Walton

bc Jack Sollis

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 14,133.22

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 5,435.57

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 10,358.93

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
LONG, BODTKER & POST
425 WEST SECOND AVENUE
ALBANY, OREGON 97321

MERLE A. LONG
WILLARD BODTKER
DANIEL A. POST

TELEPHONE 926-5504
—
POST OFFICE BOX 40

March 18, 1976

Oregon State Highway Department
Room 121
State Highway Building
Salem, OR 97310

Corvallis Sand & Gravel Company vs. Oregon State Highway Department

Account Balance $ 42,661.46

Gentlemen:

This office represents Corvallis Sand & Gravel Company in a Chapter XI proceeding of the Federal Bankruptcy laws. As attorney for Corvallis Sand & Gravel Company the responsibility evolves upon us to collect all of the outstanding accounts receivable.

You are apparently indebted to Corvallis Sand & Gravel Company in the amount shown above. We must demand payment of this account be promptly made to Corvallis Sand & Gravel Company in care of this office. If you feel that there are offsets or defenses to this claim, the basis for these offsets or defenses should be made immediately known to the undersigned by return mail or at least not later than one week from the date of this letter. It is our hope that satisfactory settlement can be made of all accounts within a short period of time. However, if we do not hear from you promptly, it will leave us with no other alternative than to commence an appropriate collection suit.

May we please hear from you?

Very truly yours,

WILLARD BODTKER

WB:bp

RECEIVED
MAR 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 11, 1976

Jack L. Joyce
Attorney at Law
1301 Main Street
P. O. Box 871
Philomath, OR 97370

Dear Mr. Joyce:

This is to acknowledge receipt of your letter of February 12, 1976, with attached affidavit of your client, Joseph Lamberty.

As requested, we are attaching a certified copy of the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

We assume that you will be filing a notice of claim on this contract or was it your intention that the affidavit be filed as a notice of claim. Please advise.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

Attachment

bc: John Bond

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 4, 1976
Salem, Oregon

FILE: 2-1079

FROM: Gerald W. Wimer for
REGION II CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Jayte El Company Claim
Gellatly Summit-Wren Section
Corvallis-Newport Highway
Contract 8156

Attached is a February 12, 1976 letter from Jack L. Joyce, representing Jayte El Company filing a claim in their behalf and requesting copies of the contract and bond. Also attached is a sworn affidavit attached to Mr. Joyce's letter, Resident Engineer Richard E. Nelson's February 27, 1976 reply and transmittal letter to this office of the same date.

It is recommended this claim be filed in the usual manner and some response made to Mr. Joyce's request for a certified copy of the contract and bond.

1 Keasey K
2 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
MAR 5 1976
CONSTRUCTION
SECTION
Richards W
Glenn
Berg

GWW/dea
Attach.
cc: Dick Nelson

3-5-76
No subcontract for this work was submitted for Highway consent. WR

REC 3/9/76
CH

RECEIVED

JACK L. JOYCE
ATTORNEY AT LAW

1301 MAIN STREET
PHILOMATH, OREGON 97370

P O BOX 871
TELEPHONE (503) 929-3269

February 12, 1976

Oregon State Highway Dept.
3700 S. W. Philomath Blvd.
Corvallis, Oregon 97330

Re: State Highway Contract #8156
Gallatly
Summit - Wren Section of Highway 20

Dear Sirs:

I represent a Jayte'El Co. in pursuant to ORS 279.512. I request a certified copy of the contract and bond on this project.

This letter is accompanied by the affidavit of Joseph Lamberty.

Yours very truly,

Jack L. Joyce

JLJ:be

Encl.

RECEIVED
COMM[illegible] SERVICES
[illegible] OF TRANSPORTATION

AFFIDAVIT

I, JOSEPH LAMBERTY, being first duly sworn, depose and say that:

1. I am the sole party in interest in Jayte 'El Co.
2. I furnished materials, equipment rental and labor for the prosecution of work on OSH Contract #8156.
3. The labor, materials and equipment rental were provided to Corvallis Sand & Gravel at their instance and request.
4. I have not been paid for a substantial portion exceeding $6000.00 of the work done on this project.

Joseph Lamberty

Subscribed and sworn to before me this 26th day of February, 1976.

Notary Public for Oregon
My Commission Expires: 10-28-79

RECEIVED
[illegible]

OREGON STATE HIGHWAY DIVISION
3700 Philomath Highway
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

Jack L. Joyce
Attorney at Law
1301 Main Street
Philomath, OR 97370

RE: Contract #156
Gellatly Summit-Wren Section
Corvallis-Newport Highway
Benton County

Dear Sir:

In response to your February 12, 1976 letter requesting a certified copy of the contract and bond on the subject project, this office is unable to directly provide you with these documents. However, the claim against the project will be forwarded through appropriate channels for filing with the Secretary of State and United Fidelity Insurance Co.

In the near future you will receive notice of this filing from the Transportation Commission, by a copy of this letter I am requesting that the Commission Office respond to your document request.

Yours truly,

Richard L. Nelson
Resident Engineer

RECEIVED
[illegible] OF TRANSPORTATION [illegible]

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

March 10, 1976

Routing
Keasey RECEIVED Richards
Bond
Jackmond MAR 17 1976 Glenn
Harwood Berg
Johnsen CONSTRUCTION
Walker SECTION

NOTED
R. E. Nelson

NOTED
Terry Connell

Mr. Jack Sollis
State Highway Department
Salem OR

Dear Mr. Sollis:

Re: Corvallis Sand & Gravel Company -
McNesby & Aubry - Citizens Bank

Would you please notify the appropriate persons that all correspondence concerning the Wren, Sweethome and Lebanon jobs should be changed from Corvallis Sand and Gravel Company to McNesby & Aubry, Inc., Box "A", Corvallis, Oregon 97330.

This letter confirms the assignment which I have heretofore forwarded to you.

Very truly yours,

Contracts 8156
8271
8307

J.W. Walton

jr

cc: Mr. Keats Oliver
cc: Mr. Gerald Wimer
cc: Mr. B.B. Aubry
cc: Mr. Richard Nelson
cc: Mr. H. David Smith
cc: Mr. K.D. Wolfe

RECEIVED
MAR 12 1976
RESIDENT ENGR.
R. E. NELSON

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 757-1213

March 8, 1976

Department of Justice
Portland Division
555 State Office Building
Portland, OR 97201

Attn: Albert L. Menashe
Assistant Attorney General

Gentlemen:

This is in reply to your recent letter with attached Notice of Claim on behalf of Michael Anderson stating that Corvallis Sand and Gravel Company owes him for wages in the amount of $37.20.

This appears to be in reference to the Corvallis Sand & Gravel and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise them of the receipt of this claim. We note that you have also filed this claim with the Secretary of State.

Please advise this office when this claim has been paid.

Very truly yours,

C. W. Head
[illegible]

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 STATE OFFICE BUILDING
PORTLAND, OREGON 97201
TELEPHONE: (503) 229-5725

February 26, 1976

Mr. Vernon E. Skoog
Controller
Highway Division
Oregon Department of Transportation
434 State Highway Building
Salem, OR 97310

Re: Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation, Contract No. 8156

Dear Mr. Skoog:

Enclosed for filing, pursuant to ORS 279.528, please find Notice of Claim by the Oregon Bureau of Labor as assignee of the wage claim of Michael Anderson against Corvallis Sand and Gravel Company. We are also providing notice to the Secretary of State.

We request that you give this matter your immediate attention and if you have any questions, please contact me.

Sincerely,

Albert L. Menashe
Assistant Attorney General

ds

Enc. - claim of Michael Anderson

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, OR 97310

VERNON E. SKOOG, Controller, Hwy. Div.
Oregon Department of Transportation
434 State Highway Division
Salem, Oregon 97310

Re: **Corvallis Sand and Gravel Company --**
Highway Division, Oregon Department
of Transportation,
Contract No. 8156

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Michael Anderson, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Corvallis Sand and Gravel Company, which claim is in the sum of $ 37.20/plus applicable fringe benefits. A description of the work, labor and services is set out below:

Work Performed:	Asphalt foreman
Period:	January 6, 1976
Rate of Pay:	$9.30 per hour for 4 hours, plus applicable fringe benefits
Amount Earned:	$37.20, plus applicable fringe benefits
Less Paid:	none
Amount Due:	$37.20, plus applicable fringe benefits

This claim is asserted against the bond taken from Corvallis Sand and Gravel Company, as principal, with United Pacific Insurance Company, as surety, for the work of highway construction performed for the benefit of Highway Division, Oregon Department of Transportation, a public body.

By ______________________
DEPUTY COMMISSIONER
Oregon Bureau of Labor

February 26, 1976

Mr. Albert L. Menashe
Assistant Attorney General
555 State Office Building
Portland, OR 97201

Dear Mr. Menashe:

This is to acknowledge receipt of your letter of February 23, with attached Notices of Claims, on behalf of Billy Robinson for labor in the amount of $29.04 and Leonard Melton for labor in the amount of $38.72.

From the description given, these appear to be in reference to the Corvallis Sand and Gravel Company and McNesby and Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section in Benton County.

The United Pacific Insurance Company furnished the bond on this contract. We will advise the surety and the principal contractors of the receipt of these claims.

The Secretary of State's office has informed us that they have assigned their File Nos. 5010 and 5011 to these claims.

Please advise this office when these claims have been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc United Pacific Insurance Co.
Corvallis Sand and Gravel Co.
McNesby and Aubry, Inc.

Ringo, Walton & Eves
Attorneys at Law
P.O. Box 1067
Corvallis, OR 97330

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
PORTLAND DIVISION
555 STATE OFFICE BUILDING
PORTLAND, OREGON 97201
TELEPHONE: (503) 229-5725

February 23, 1976

Mr. Vernon E. Skoog
Controller
Highway Division
Oregon Department of Transportation
434 State Highway Building
Salem, OR 97310

Re: Corvallis Sand and Gravel Company - Highway Division, Oregon Department of Transportation, No. 8156

Dear Mr. Skoog:

Enclosed for filing, pursuant to ORS 279.528, please find notice of claims by the Oregon Bureau of Labor as assignee of various wage claims against Corvallis Sand and Gravel Company. We are also providing notice to the Secretary of State.

We request that you give this matter your immediate attention and if you have any questions, please contact me.

Sincerely,

Albert L. Menashe
Assistant Attorney General

ds

Enc. - claims of
Leonard Melton
Bill Robinson

RECEIVED
F 32

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, OR 97310

VERNON E. SKOOG, Controller, Hwy. Div.
Ore. Dept. of Transportation
434 State Highway Building
Salem, OR 97310

Re: Corvallis Sand and Gravel Company --
Highway Division, Oregon
Department of Transportation,
Contract No. 8156

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Billy Robinson, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Corvallis Sand and Gravel Company, which claim is in the sum of $ 29.04/plus applicable fringe benefits. A description of the work, labor and services is set out below:

Work Performed: operating engineer - Foreman Group XIII

Period: January 7, 1976

Rate of Pay: $9.68 per hour for 3 hours, plus applicable fringe benefits

Amount Earned: $29.04 plus applicable fringe benefits

Less Paid: none

Amount Due: $29.04 plus applicable fringe benefits

This claim is asserted against the bond taken from Corvallis Sand and Gravel Company, as principal, with United Pacific Insurance Company, as surety, for the work of highway construction performed for the benefit of Highway Division, Oregon Department of Transportation, a public body.

By
DEPUTY COMMISSIONER
Oregon Bureau of Labor

NOTICE OF CLAIM

TO: The Honorable Clay Myers
Secretary of State
State of Oregon
121 State Capitol
Salem, OR 97310

VERNON E. SKOOG, Controller, Hwy. Div.
Oregon Dept. of Transportation
434 State HIghway Building
Salem, OR 97310

Re: Corvallis Sand and Gravel Company --
Highway Division, Oregon
Department of Transportation,
Contract No. 8156

Notice is hereby given that Bill Stevenson, Commissioner of the Oregon Bureau of Labor, assignee of the wage claim of Leonard Melton, hereby asserts a claim for wages resulting from the work, labor and services performed by the assignor for his employer, Corvallis Sand and Gravel Company, which claim is in the sum of $38.72/plus applicable fringe benefits. A description of the work, labor and services is set out below:

Work Performed:

Period: January 6, 1976

Rate of Pay: $9.68 per hour for four hours, plus applicable fringe benefits

Amount Earned: $38.72, plus applicable fringe benefits

Less Paid: none

Amount Due: $38.72, plus applicable fringe benefits

This claim is asserted against the bond taken from ____________ Corvallis Sand and Gravel Company, as principal, with United Pacific Insurance Company, as surety, for the work of highway construction

____________ performed for the benefit of Highway Division, Oregon Department of Transportation, a public body.

By ____________
DEPUTY COMMISSIONER
Oregon Bureau of Labor

Files

5044

FILED
FEB 19 1976
CLAY MYERS
SECRETARY OF STATE

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 18, 1976

George M. Philpott Co., Ltd.
P. O. Box 10144
Portland, OR 97210

3 1-76

Gentlemen:

This is in reply to your letter of February 16 informing us that Corvallis Sand & Gravel Company owes you for materials in the amount of $2,064.31.

This appears to be in connection with the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc Richard Nelson

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

GP

GEORGE M. PHILPOTT CO., LTD.

PORTLAND SEATTLE SPOKANE

CONSTRUCTION EQUIPMENT — SALES — RENTALS — SERVICE

February [illegible], 197[illegible]

Portland, Oregon. 97210

Oregon State Highway Department

Salem, Oregon. 97310

Re: Corvallis Sand & Gravel Co.
Contract #8156
Kings Valley-Blodett Section
Bond# U895720
United Pacific Insurance Co.

Gentlemen:

We are giving notice that we have a claim for materials supplied to the Corvallis Sand & Gravel Company, in the amount of $2,064.31, for use on the Kings Valley-Blodgett Section, Contract #8156, against the bond taken from Corvallis Sand & Gravel Company as principal and United Pacific Insurance Company as Surety.

Yours truly,

GEORGE M. PHILPOTT CO.,OREG.LTD.

By

cc: United Pacific Insurance Co.
Tacoma, Washington.

RECEIVED
FEB 17 197[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

5242

FILED
FEB 12 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
FEB 12 2 45 PM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

February 11, 1976

Stephenson Water Truck Rentals
1204 James Street
Woodburn, OR 97071

Attention: Darlene Stephenson

3 1-76

Gentlemen:

This is in reply to your letter of February 9, 1976, informing us that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes you for truck rental in the amount of $380.00.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and principal contractors of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Company
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

McNesby & Aubry
PO Box "A"
Corvallis, OR 97330

bc: Secretary of State ✓ - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

Feburary [illegible], 1976

State Highway Bldg.
Room 121
Salem, Or. 97310
Attn: Mr. Head

Dear Mr. Head,

Corvallis Sand and Gravel Co. & Gleasby Aubry, Inc. owe me $370.00 for truck rental on the following project:
    Grading & Paving
    Gellatly Summit, Wren Section
    Corvallis Newport Hwy., in Benton County
    Contract #8156
The bonding co is: United Pacific Ins. Co.

I understand that Corvallis Sand and Gravel is now filing bankruptcy so i wish to file a claim to collect the $370.00 from the bonding Co.

Sincerely,

Darlene Stephenson

Darlene Stephenson
DBA: Stephenson Water Truck Rentals
204 James Street
Woodburn, Or. 97071
503-981-[illegible]

RECEIVED

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

RECEIVED
JAN 2 1976
LEGAL

January 30, 1976

Mr. Jack Sollis
State Highway Division
Salem OR

Contract #
8156

Dear Sir:

Re: McNesby & Aubry, Inc. -
Wren-Gellatley Guardrail

This will confirm our telephone conversation of Friday, January 30, 1976 to the effect that the State has put its crew to work on the Wren-Gellatley job and will complete the guardrail work to a point consistent with job safety. It is our undaerstanding that the cost to the State will be set off against any sums due and owing and that you will submit to us a statement of charges for this work.

Very truly yours,

J.W. Walton

jr

cc: Mr. LaVerne Johnson
cc: Mr. Robert L. Miller
cc: Mr. H. David Smith
cc: Mr. B.B. Aubry

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Memo to File ✓

DATE: 1-27-76

FROM: C. W. Head
Commission Services

SUBJECT: C.H.

After receiving two letters dated January 23, 1976, from the Citizens Bank of Corvallis concerning Corvallis Sand & Gravel Co., the following action was taken today:

(1) Upon advice of Jack Sollis, Cecil Head notified Dick Hacek, Highway Finance, to hold future payments on the following Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. contracts:

Contract No. 8149 - N. Pacific Blvd.-Albany Ave. (Albany)

Contract No. 8156 - Gellatly Summit-Wren

Contract No. 8229 - N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis)

Contract No. 8271 - 9th Ave.-18th Ave. (Sweet Home)

Contract No. 8307 - Corvallis-Lebanon Highway at County Roads 704 and 705

(2) Jack Sollis telephoned Marvin McDonald, Citizens Bank of Corvallis. Sollis told McDonald that future payments would be held up on the above five contracts until contact is made with the surety, United Pacific Insurance Company, Tacoma, Washington (same surety on all contracts).

(3) Sollis talked to Bob Miller's Secretary, United Pacific Insurance Company. Miller was out of the office until Friday, January 30, 1976. Sollis will talk to Bob Miller on the 30th concerning the status of these contracts.

cc: F. B. Klaboe
Ed Hunter
H. S. Coulter
Jack Sollis
C. T. Keasey
C. O. Fredrickson
V. E. Skoog Attn: Dick Hacek

Cy Head - ✓

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Highway Dept. Attn: Richard Nelson
Wren-Gellatly
3700 Philomath Hwy.
Corvallis, OR

#8156

Est. #8 [illegible]
PROCESSED

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $42,661.46

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

BY

1-27-76
Original delivered to J. Smith
[illegible]

REGION 2 ENGINEER
RECEIVED
JAN 26 1976

☐ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ROC	☐ RFE

cc. John [illegible] w/attached unsigned reply reply envelope.
cc Dick [illegible] envelope. [illegible] for your answer,
[illegible]

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $__________ which will be paid to Citizens Bank of Corvallis on or before the ______ day of ______________ 1976.

DATED this ______ day of ______________ 1976.

____

Debtor

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

RECEIVED

JAN 26 1976

RESIDENT ENGR.
R. E. NELSON

CITIZENS BANK OF CORVALLIS

January 23, 1976

TO: CORVALLIS SAND AND GRAVEL COMPANY Debtor specified below:

Oregon State Hwy Dept. - Elks Drive
Attn: Dick Nelson, Resident Engineer
3700 Philomath Blvd-
Corvallis, OR

Gentlemen:

Please take notice that Citizens Bank of Corvallis is the holder of a perfected security agreement covering accounts, contract rights, and chattel paper of Corvallis Sand and Gravel Company. Among the items in which Citizens Bank of Corvallis has a security interest is your obligation to Corvallis Sand and Gravel Company.

Please take formal legal notice that you are to pay the amount of your unpaid indebtedness to Corvallis Sand and Gravel Company directly to Citizens Bank of Corvallis, P. O. Box 30, Corvallis, Oregon 97330. According to the last accounting which we have received from Corvallis Sand and Gravel Company, the amount of your indebtedness is $ 11,544.03

This notice is made pursuant to paragraph 6b of the above referenced security agreement dated October 5, 1973.

If the payment of your account is presently due, will you please send the payment to the bank on receipt of this notice. If the amount of your account is not presently due, please acknowledge receipt of this notice, verify the amount of the indebtedness, and indicate the date on which it will be paid by filling in the blank space on the attached copy and returning it to the bank.

Your prompt consideration hereto will be sincerely appreciated.

Yours very truly,

CITIZENS BANK OF CORVALLIS

by

REGION 2 ENGINEER
RECEIVED
JAN 26 1976
☐ RE ☒ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

cc John Grant w/attached unsigned reply, reply envelope.
cc Dick Nelson w/ attach. Certified Mail envelope 834979 for your answering
H.W.

The undersigned creditor acknowledges receipt of the original of the foregoing notice and indicates that it is presently indebted to Corvallis Sand and Gravel Company in the sum of $______________ which will be paid to Citizens Bank of Corvallis on or before the ______ day of __________________ 1976.

DATED this _____ day of __________________ 1976.

____

Debtor

RECEIVED
JAN 26 1976
RESIDENT ENGR.
R. E. NELSON

5031

FILED
JAN 29 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 28 8 56 AM '76
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 27, 1976

Black, Helterline, Beck
& Rappleyea
Attorneys at Law
12th Floor
The Bank of California Tower
Portland, OR 97205

3-2-76

Gentlemen:

This is in reply to your letter of January 23, 1976, and attached Notice of Claim of Ash Grove Cement Company stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., owes them for lime and other materials in the amount of $8,031.19 plus interest.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please let us know when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Bates & Bates, Inc.
320 S.W. 3rd
Corvallis, OR 97330

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc Richard Nelson
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES OF
BLACK, HELTERLINE, BECK & RAPPLEYEA
12TH FLOOR
THE BANK OF CALIFORNIA TOWER
PORTLAND, OREGON 97205

HARVEY N BLACK
JOHN P APICELLA (1966)
RUSSELL M HELTERLINE
BORDEN F BECK, JR.
GUY J RAPPLEYEA
CHARLES J STRADER
GEORGE C SPENCER
RICHARD N ROSKIE
STEVEN R SCHELL
JOSEPH M WETZEL
JAMES E PETERSEN
ERIC SOGGE
STEPHEN F WEHRLY
MARK M TUCKER

CABLE ADDRESS BLACAP
TELEPHONE
(503) 224-5560

January 23, 1976

Oregon Transportation Commission
Room 121 State Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Reference: Notice of Bond Claim -
Corvallis Sand and Gravel
Company and McNesby & Aubry,
Contract No. 8156

Gentlemen:

Enclosed for filing in the above referenced matter is an executed original and two copies of Notice of Claim Against Bond. Please see that this Notice is filed with the appropriate state officer and that the contractor and bonding company are notified.

Thank you for your attention to this matter.

Very truly yours,

JEP:ep

Encls.

cc: John H. Ross III
Earl Wakley

RECEIVED
JAN 26 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM AGAINST BOND

DATE: January 22, 1976

TO: OREGON TRANSPORTATION COMMISSION
C/O MR. C. [illegible]. BEAL

NOTICE IS HEREBY GIVEN that the undersigned, ASH GROVE CEMENT COMPANY, has a claim for the furnishing of lime and other materials in the sum of $[illegible] plus interest from October 1, 197[illegible], until paid, against the bond taken from CORVALLIS SAND & GRAVEL CO., [illegible] INC., a joint venture, as principal, and UNITED PACIFIC [illegible] COMPANY, as surety, on the bond for materials furnished in connection with work performed by the said CORVALLIS SAND & GRAVEL CO. & McNESBY & AULRY, INC. on the [illegible] section of the Corvallis-Newport Highway, [illegible] County, Oregon (Contract No. 8156).

ASH GROVE CEMENT COMPANY

By [illegible] Hakley Gen. Mgr

RECEIVED

8156

5032

FILED
JAN 29 1976
CLAY MYERS
SECRETARY OF STATE

JAN 29 8 55 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 27, 1976

Western Equipment Co. of Eugene
P. O. Box 2218
Eugene, OR 97402

3-2-76

Gentlemen:

This is to acknowledge receipt of your letter of January 22 with attached invoice stating that Corvallis Sand & Gravel Company owes you for rental on a REX Pulvi-Mixer in the amount of $2,126.63.

This appears to be in connection with the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Bates & Bates, Inc.
320 S.W. 3rd
Corvallis, OR 97330

Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

bc Richard Nelson
Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this lett

WECO Western Equipment
CO. OF EUGENE

Phone (503) 687-9411
Telex 36-4455
1360 West First Ave.
P.O. Box 2218
Eugene, Oregon 97402

Phone (503) 288-0216
6335 N.E. Columbia Blvd.
Portland, Oregon 97218

January 22, 1976

OREGON STATE HIGHWAY DEPT.
State Highway Building
Salem, OR

Attention: Mr. Fred Klaboe

We are enclosing a copy of an invoice to Corvallis Sand & Gravel for rental on a REX Pulvi-Mixer that was used on the Wren-Gellatly Summit section of the Corvallis-Newport Highway. They still owe us a balance on this invoice in the amount of $2,126.63.

If you have special forms to make our claim on, would you please forward us a set. If not, please accept this letter and copy of invoice as our official claim for this amount.

Thank you very much.

Dennis Jones
Vice President

DJ:dl
Enclosure

RECEIVED
JAN 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] 2[illegible]76
REFER TO

ogging and Construction Machinery and Supplies • *SALES — RENTALS — SERVICE*

ONE (503) 687 9411 TELEX 36 4455

P.O. BOX 2218

SOLD TO

CORVALLIS SAND & GRAVEL CO.
PO Box 987
Corvallis, OR 97330

DATE Oct. 10, 1975

SHIPPED TO

PREPAID

R-5298 See Below

		AMOUNT
	Rental on the following from 10/4-11/4-75 = One Month:	
One	Model SPDM Rex self-propelled deep mix pulvi-mixer, s/n JM232. Powered with a model 8V-71NGM diesel engine, s/n 8VA186571, with hydrostatic drive. 18 x 26 10 ply grader tires. 48" dia. rotor, with 128 times.	3,750.00
	Note: At completion of rental you are responsible for replacing a new set of times on machine. Either you install, or we will install and invoice you.	

AGREED RENTAL RATE F.O.B. LESSOR'S PLANT. PAYABLE IN ADVANCE.

DEC 15 PAID: $1,623.37 Balance due $2,126.63

RECEIVED
JAN 28 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1½% SERVICE CHARGE PER MONTH (18% ANNUAL PERCENTAGE RATE) ON ALL ACCOUNTS PAST DUE 30 DAYS OR OVER
WESTERN EQUIPMENT CO OF EUGENE

NOTED
E. S. HUNTER

[illegible]

D. J. C.
23 Jan. 1976

Sand & gravel firm hands over reins

CORVALLIS — Operations at financially-troubled Corvallis Sand & Gravel have been taken over by Eugene Sand & Gravel.

"We're running the company on an interim basis," said Eugene Sand & Gravel President John Alltucker. "This will give everyone a chance to decide what to do next."

The Corvallis firm had closed its doors temporarily as its president, John Gallagher, struggled with creditors over $3 8 million in outstanding debts.

It may be another 60 days before Gallagher and creditors get together, Alltucker told the Daily Journal of Commerce in a telephone interview.

A total of 10 employes were brought back to work at Corvallis Sand. This may vary from day-to-day, according to Alltucker

He said Corvallis Sand is delivering gravel and concrete only. "We're not producing any concrete or doing any construction," he said.

Alltucker described himself as a long-time friend of Gallagher and said he would run the Corvallis operation until Gallagher resolved the dilemma with creditors

JAN 26 '76
REFER TO
FOR

OREGON STATE
HIGHWAY DIVISION
3700 Philomath Highway
Corvallis, OR 97330

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 16, 1976

McNesby and Aubry
P.O. Box "A"
Corvallis, OR 97330

RE: Contract 8229
Elks Dr.-Conifer Blvd.
Contract 8156
Gellatly Summit-Wren

Gentlemen:

In response to Mr. Walton's letter of January 14, 1976; our Contract Payments and Finance Sections have been advised to continue any future disbursements to the Joint Venture.

I am forwarding the only claim that I have received to date on either project. Some claims or liens may have been filed direct with the Transportation Commission, Secretary, by a copy of this letter I am requesting that evidence of any claims or liens , to the subject projects, be transmitted to me.

Yours truly,

Richard E. Nelson
Resident Engineer

NOTED
E. S. HUNTER

cc: Cecil Head - with attach - Walton's letter
Region II Office - with attach - Walton's letter

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

1-21-76
Copies to
F. B. Klaboe
Keasey [illegible] Pond
[illegible]

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

RINGO, WALTON & EVES
ATTORNEYS AT LAW

January 14, 1976

NOTED
E. S. HUNTER

cc Soller
Keasey
Fredrickson
Skoog
Coulter
Rubin

RECEIVED
JAN 27 1976
Assistant State Highway Engineer

Mr. Jack Martin
3111 Santiam Highway
Albany OR 97321

Re: N. Pacific Blvd. - Albany Avenue
Contract #8149

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
COMMISSION
DEPARTMENT OF TRANSPORTATION

S.W. JEFFERSON AVENUE • P.O. BOX 1087 • CORVALLIS OREGON 97330 • PHONE [illegible] 4482

RINGO, WALTON & EVES
ATTORNEYS AT LAW

OBERT G. RINGO
MES W. WALTON
S. DAVID EVES
ERT S. GARDNER

January 14, 1976

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Re: Gellatley Summit - Wren Section - #8156

Dear Sir:

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workman-like completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
[illegible]

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

RECEIVED
STATE HWY ENGR
JAN 21 '76
REFER TO

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Dear Sir:

Re: Elks Drive Contract

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 1 [illegible]
[illegible]

605 S.W. JEFFERSON AVENUE • P.O. BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

5028

FILED
JAN 26 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 27 4 36 PM '76
MYERS
SECRETARY OF STATE

1859

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 26, 1976

Coral Corporation
P. O. Box 258
Gladstone, OR 97027

3-1-76

Gentlemen:

This is in reply to your claim letter of January 20, 1976, advising us that Corvallis Sand and Gravel Company and McNesby & Aubry, Inc., owes you for materials in the amount of $447.50.

From the description given in your letter, this appears to be in reference to the Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., Contract No. 8156, Cellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company through Bates & Bates, Inc., furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, OR 97330

Corvallis Sand & Gravel Co. and
McNesby & Aubry, Inc.
P. O. Box 987
Corvallis, OR 97330

McNesby & Aubry, Inc.
P. O. Box A
Corvallis, OR 97330

bc Richard Nelson
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

January 20, 1976

Oregon State Highway Division
121 State HIghway Bldg.
Salem, Oregon 97310

ATTN: Cecil Head

Gentlemen:

Notice is hereby given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for 42" cones with octagonal bases on Oregon State Highway Division contract No. 8156, Gellatly Summit-Wren Section in the sum of Four Hundred Fourty Seven and 50/hundreth Dollars ($447.50) against the bond taken from Corvallis Sand & Gravel, Inc. and McNesby & Aubry, Inc., a joint venture, and United Pacific Insurance Co., 700 NE Multnomah Street, Suite 600, Portland, Oregon 97232 for the Grading and Paving work of Oregon State Highway Division Contract No. 8156, Gellatly Summit-Wren Section.

CORAL CORPORATION

By
Robert D. Laam, Secretary

CC: Corvallis Sand & Gravel, Inc. &
McNesby & Aubrey, Inc.
United Pacific Insurance Co.

RECEIVED
JAN 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5026

FILED
JAN 22 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 22 9 20 AM '76
MYERS
SECRETARY OF STATE

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 21, 1976

Fenner & Barnhisel
Attorneys at Law
PO Box 396
Corvallis, OR 97330

Attn: Gretchen R. Morris

3-1-76

Gentlemen:

This is to acknowledge receipt of your letter and attached Notice of Claim of your client, Columbia Cement Corporation which states that Corvallis Sand & Gravel and McNesby & Aubry Co. owes them $31,510.45 for Columbia Portland cement Types I, II, and III.

This appears to be in reference to the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Company furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Richard Nelson
3700 Philomath Rd.
Corvallis, OR 97330

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

FENNER & BARNHISEL
ATTORNEYS AT LAW
P. O. BOX 396
123 N. W. SEVENTH STREET
CORVALLIS, OREGON 97330

JOHN B. FENNER
PETER L. BARNHISEL
GRETCHEN R. MORRIS

TELEPHONE 757-0575
AREA CODE 503

January 19, 1976

Mr. Cecil Head, Manager
Transportation Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Contract No. 8156

Dear Mr. Head:

Enclosed is the Notice of Claim of Columbia Cement Corporation on the contractor's bond on Contract No. 8156.

Sincerely yours,

FENNER & BARNHISEL

By

GRM/jj
Enc.

TO DEPARTMENT OF TRANSPORTATION, STATE OF OREGON:

Notice is hereby given that the undersigned, COLUMBIA CEMENT CORPORATION, has a claim for Columbia Portland cement Types I, II, and III, furnished by it in the sum of Thirty-One Thousand Five Hundred Ten and 45/100 Dollars ($31,510.45) against the bond taken from Corvallis Sand & Gravel Company and McNesby & Aubry Co., and United Pacific Insurance Company, for the work of grading and paving, Gellatly Summit-Wren Section of Corvallis-Newport Highway, Benton County, Contract No. 8156.

Robert L. Spring
District Sales Manager
Columbia Cement Corporation

FILED
JAN 28 1976
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 21, 1976

5

3-1-76

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, OR 97301

Attn: Ervin W. Potter

Gentlemen:

This is to acknowledge receipt of your letter of January 15, 1976, with attached Notices of Claims stating that Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc. owes Eola Concrete Tile & Products Co. for materials furnished on four State Highway contracts. The claims received are as follows:

Contract No. 8156 - File #5022 Gellatly Summit-Wren Section, Corvallis-Newport Highway in Benton County	$ 561.00 plus interest
Contract No. 8271 - File #5023 9th Ave.-18th Ave. (Sweet Home) Section, Santiam Highway in Linn County	$2,538.20 plus interest
Contract No. 8149 - File #5024 N. Pacific Blvd.-Albany Ave. (Albany) Section, Albany- Junction City Highway in Linn County	$1,210.60 plus interest
Contract No. 8229 - File #5025 NW Elks Dr.-NW Conifer Blvd. (Corvallis) Section, Pacific Highway West in Benton County	$1,889.78 plus interest

FILED
JAN 23 1976
CLAY MYERS
SECRETARY OF STATE

The United Pacific Insurance Company through Bates & Bates, Inc. furnished the bonds on these contracts. We will advise the surety of the receipt of these claims and we will also forward them to the Secretary of State for filing.

Please advise this office when these claims have been satisfied. Attached are certified copies of the four contracts.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachments
cc: Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State ✓ - Please acknowledge receipt of these attached claims on the enclosed copy of this letter.

Richard Nelson

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER
DAVID A. RHOTEN
GARY G. JONES
MALCOLM L. BRAND
ARTHUR B. CUMMINS, JR.
DON A. DICKEY
KEITH J. BAUER

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON 97301

A/C 503·364·6733

January 15, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Re: Eola Concrete Tile & Products Co./Corvallis Sand & Gravel Company
Corvallis-Newport Highway, Contract No. 8156
Sweet Home - Santiam Highway, Contract No. 8271
Elks Dr. and Conifer Blvd., Corvallis, Contract 8229
Independence, Contract No. 8149

Gentlemen:

Enclosed herewith are notices of claim of Eola Concrete Tile & Products Co. for materials furnished and used in the above highway projects, contracts numbered 8156, 8271, 8229 and 8149.

These claims are unpaid and a lien has been placed upon any retains and this letter is notice that a claim on the performance bond will be filed forthwith.

Application is respectfully made for a certified copy of the contracts and bonds as provided by law (see ORS 279.512).

We enclose a copy of this letter and we would appreciate your returning it to us with your endorsement of the date of the filing of the notices of claim.

Thank you for your courtesy and assistance.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By:

RECEIVED
JAN 19 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EWP:ec
Enc: 4 Notices of Claim
cc this letter and return envelope

pc: United Pacific Insurance Co.
P. O. Box 1541
Tacoma, Washington 98401 (copies of notices enc.)
Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330 (copies of notices enc.)

NOTICE OF CLAIM

TO: Department of Transportation
Cecil Head, Secretary
Highway Division
State Highway Building, Room 121
Salem, Oregon 97310

Corvallis Sand & Gravel Company
1445 S. E. Crystal Lake Drive
Corvallis, Oregon 97330

Re: Eola Concrete Tile & Products Co. -
Corvallis Sand & Gravel Company -
Gellatly-Summit-Wren Section Corvallis-
Newport Highway; Contract No. 8156

Notice is hereby given that Eola Concrete Tile & Products Co. of Salem, Oregon, has a claim for concrete pipe, materials and fittings supplied by the claimant and used in the construction and improvement of the Gellatly-Summit-Wren section of the Corvallis-Newport highway in the State of Oregon, in the sum of $561.00, together with interest thereon at the rate of 1% per month from June 29, 1975, until paid, against Corvallis Sand & Gravel Company, as principal, and United Pacific Insurance Co., Tacoma, Washington, as surety, on the bond for the work of improvement and construction of the project as more particularly described in the contract hereinabove referred to, the terms of which are by reference incorporated herein and made a part hereof.

Said claim has not been paid and six months have not elapsed since the acceptance of the work.

EOLA CONCRETE TILE & PRODUCTS CO.

By ______________________
President

Subscribed and sworn to before me this 13 day of January, 1976.

Gwen Largent
Notary Public for Oregon

My commission expires:

R
DEPARTMENT OF [illegible]

January 19, 1976

Black, Helterline, Beck
Rappleyea
1200 Bank of California Tower
Portland, OR 97205

Attn: Mr. Petersen

Gentlemen

As requested by Earl H. Wakley of Ash Grove Cement Company, we are forwarding to you a certified copy of Contract No. 8156 with Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., for work on the [illegible] Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enclosure

January 15, 1976

Mr. C. W. Head
Room 121 - State Highway Building
Salem, Oregon 97310

Reference: Gellatly Summit - Wren Section
F.A.P. No. RF 222(9).

Dear Mr. Head:

Pursuant to the provisions of Oregon Revised Statutes §279.512 and 279.515, the undersigned requests that you furnish us with a certified copy of the contract between the Oregon Transportation Commission and a joint venture consisting of Corvallis Sand and Gravel and McNesby & Aubry (F.A.P. No. RF 222(9)), covering work done on the Gellatly Summit - Wren Section of the Corvallis - Newport Highway (approximately ten miles West of Corvallis) and a copy of the bond furnished pursuant to said contract. Please send these documents to our attorneys: Black, Helterline, Beck and Rappleyea (Attn: Mr. Petersen) 1200 Bank of California Tower, Portland, Oregon 97205.

Enclosed herewith is an Affidavit in support of this request.

Your early attention to this matter would be greatly appreciated.

Very truly yours,

Earl N. Wakley
Ash Grove Cement Company

ep

cc: John H. Ross III
Black, Helterline, Beck & Rappleyea

Encls.

RECEIVED
JAN 1[illegible] 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, EARL N. WAKLEY, after being first duly sworn, do depose and say:

1. That I am the Portland Sales Manager of Ash Grove Cement Company.

2. That I am making this Affidavit pursuant to the provisions of ORS 279.515 in support of a request for certified copies of certain contract documents relating to work performed on the Gellatly Summit - Wren Section of the Corvallis - Newport Highway.

3. That Ash Grove Cement Company furnished certain materials to a Joint Venture consisting of Corvallis Sand and Gravel and McNesby & Aubry for the prosecution of work performed by said Joint Venture on the Corvallis - Newport Highway pursuant to contract F.A.P. No. RF 222(9).

4. That to date Ash Grove Cement Company has not been paid for said materials and has a claim therefor.

EARL N. WAKLEY

SUBSCRIBED AND SWORN to before me this ____day of [illegible], 1976.

NOTARY PUBLIC in and for
the State of Oregon.
My Commission Expires:__________

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

D. J. C. 15 Jan. 1976

Sand & gravel firm tangles with creditors

Supreme Court suit fought on other front

By GLENN FISCHER
of The Daily Journal of Commerce staff

CORVALLIS — The Corvallis Sand & Gravel Co, one of Benton County's larger employers, is battling a lawsuit on land claims before the U.S. Supreme Court and now apparently is embroiled in death struggle with creditors.

A private meeting has been held with creditors representing some $3.8 million in outstanding debts against the company. A second meeting has been scheduled in Corvallis on Friday.

The Daily Journal of Commece was unable to confirm the debt status through Corvallis Sand & Gravel President John Gallagher. The firm's manager, Garth Brodie, said there would be a meeting Friday and that "negotiations are underway to sell the company". Brodie declined to name any potential buyers.

The Daily Journal of Commerce has learned that company president Gallagher offered company property and holdings as an offset to the firm's obligations. Creditors reportedly were not in agreement with Gallagher that the firm's assets offset the liabilities.

Brodie said negotiations with creditors are being handled by Gallagher and George Voss, the firm's accountant. Gallagher was not available for comment on Wednesday afternoon.

Corvallis Sand & Gravel and the State of Oregon are involved in the legal tangle which has reached the nation's highest court. This controversy involves the ownership of about one mile of riverbank along the Willamette River near Corvallis.

The State of Oregon and Corvallis Sand & Gravel each claim ownership of 11 parcels along the river and have carried the fight to the U.S. Supreme Court.

The high court agreed earlier this week (DJC edition of Jan. 14) to review a decision by the Oregon Court of Appeals which granted the state ownership to eight of the 11 disputed parcels.

The Oregon court said the area in question had always been part of the main channel of the river and therefore belonged to the state.

RINGO, WALTON & EVES
ATTORNEYS AT LAW

ROBERT G. RINGO
JAMES W. WALTON
S. DAVID EVES
ROBERT S. GARDNER

January 14, 1976

Mr. Richard Nelson
3700 Philomath Highway
Corvallis OR 97330

Re: Gellatley Summit - Wren Section - #8156

Dear Sir:

As you may be aware, Corvallis Sand & Gravel Company has experienced financial difficulties and there has been a meeting of its creditors. McNesby & Aubry is a co-obligor with Corvallis Sand & Gravel Company on the project indicated above. Please be advised that McNesby & Aubry will if necessary cause this project to be completed in accordance with its terms and conditions.

We desire that all future disbursements on this project be made to both Corvallis Sand & Gravel Company and McNesby & Aubry pending any further instructions.

We anticipate that some liens may be filed on some of the projects presently pending. We would appreciate you advising McNesby & Aubry of the filing of any such liens which come to your attention and furnish us with copies of the same.

Please be assured that McNesby & Aubry will cooperate with you in every way to assure an expeditious and workmanlike completion of the contract.

Very truly yours,

J.W. Walton

jr
cc: Mr. B. Aubry
cc: Mr. H. David Smith

RECEIVED
JAN 15 1976
RESIDENT ENGR.
R. E. NELSON

605 S W JEFFERSON AVENUE • P.O BOX 1067 • CORVALLIS, OREGON 97330 • PHONE (503) 753-4482

January 13, 1976

Fenner & Barnhisel
Attorneys at Law
P. O. Box 396
Corvallis, OR 97330

Attention: Gretchen R. Morris

Gentlemen:

As requested in your recent letter and affidavit, we are enclosing a certified copy of Contract No. 8156 with Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., for work on the Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enclosure

OHN B. FENNER
ETER L. BARNHISEL
RETCHEN R. MORRIS

Mr. Ceci
Transport
Departmen
State Hig
Salem, OR

Re: Cont

Dear Mr

Enclosed
send me
contract a

Thank yo

FENNER & BARNHISEL
ATTORNEYS AT LAW
P. O. BOX 396
123 N. W. SEVENTH STREET
CORVALLIS, OREGON 97330

JOHN B. FENNER
PETER L. BARNHISEL
GRETCHEN R. MORRIS

TELEPHONE 757-0575
AREA CODE 503

January 12, 1976

[illegible]
CL

Mr. Cecil Head, Manager
Transportation Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Contract No. 8156

Dear Mr. Head:

Enclosed is the Affidavit of Columbia Cement Corporation. Please send me a certified copy of the Corvallis Sand & Gravel Company contract and bond in this matter.

Thank you for your assistance.

Sincerely yours,

FENNER & BARNHISEL

By

GRM/jj
Enc.

AFFIDAVIT

STATE OF OREGON)
)ss.
County of Benton)

I, ROBERT L. SPRING, first being sworn, do hereby depose and say:

That I am an area representative for Columbia Cement Corporation; that said corporation furnished to Corvallis Sand & Gravel Company materials for the prosecution of the work pursuant to the contract of Corvallis Sand & Gravel Company with the Department of Transportation for grading and paving, Gellatly Summit-Wren Section of Corvallis-Newport Highway, Benton County; that this claim has not been paid.

Robert L. Spring

SUBSCRIBED AND SWORN to before me this 9th day of January, 1976.

Notary Public for Oregon
My Commission Expires: [illegible]

CLAY MYERS
SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

5202

FILED
JAN 13 1976
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

January 12, 1976

R. M. Wade & Co.
PO Box 8769
Portland, OR 97208

Attn: Ed Gordon
Controller

ED 0
1-15-76

Gentlemen:

This is to acknowledge receipt of your January 7 letter informing us that Corvallis Sand and Gravel Co. owes you $2,504.68 for installing fencing.

This appears to be in connection with the Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8156, Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

The United Pacific Insurance Co. furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Corvallis Sand & Gravel Co.
and McNesby & Aubry, Inc.
PO Box 987
Corvallis, OR 97330

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

bc: Secretary of State ✓ - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WADE NEWBEGIN
President
H. D. SMITH
Vice Pres. - Sales
WADE NEWBEGIN, JR.
Vice Pres. - Distribution
EDWARD H. NEWBEGIN
Vice Pres. - Irrigation

R.M. WADE & Co.
SINCE 1865
PORTLAND OREGON

Mailing Address— P.O. Box 8769
PORTLAND, OREGON 97208
10025 S.W. Allen Blvd. BEAVERTON, OREGON 97005
Phone: Area Code (503) 643-5566 Telex: 36-0659

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected for the Northwest

Seattle Branch —
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107

January 7, 1976

Oregon State Department of
Transportation
State Highway Building
Salem, Oregon 97310

Attention: C. W. Head, Commission Services

Subject: Notice of Claim

Gentlemen:

Notice is hereby given that the undersigned R. M. Wade & Co., of Beaverton, Oregon has a claim in the amount of $2504.68 against the bond taken from Corvallis Sand and Gravel Co., and with United Pacific Insurance Co. for state contract number 8156, installing fencing, Gellatly Summit, Wren section, Corvallis-Newport Highway, Benton County, Oregon.

Respectfully,

R. M. WADE & CO.

Ed Gordon

Ed Gordon
Controller

EG:jg

RECEIVED
JAN 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

January 8, 1976

R. M. Wade & Company
P. O. Box 8769
Portland, OR 97208

Attn: Ed Gordon
Comptroller

Gentlemen:

As requested in your letter and affidavit of January 7, 1976, we are enclosing a certified copy of Contract No. 8156 with Corvallis Sand & Gravel Company and McNesby & Aubry, Inc., for work on the Gellatly Summit-Wren Section of the Corvallis-Newport Highway in Benton County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Enclosure

WADE NEWBEGIN
President
H. D. SMITH
Vice Pres. - Sales
WADE NEWBEGIN, JR.
Vice Pres. - Distribution
EDWARD H. NEWBEGIN
Vice Pres. - Irrigation

R·M·WADE & CO.
SINCE 1865
PORTLAND OREGON
Mailing Address— P.O. Box 8769
PORTLAND, OREGON 97208
10025 S.W. Allen Blvd. BEAVERTON, OREGON 97005
Phone: Area Code (503) 643-5566 Telex: 36-0659

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected for the Northwest

Seattle Branch—
P.O. Box 70437
Ballard Station
3931 Leary Way North West
SEATTLE, WASHINGTON 98107

January 7, 1976

[illegible]

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention: C. W. Head
Commission Services

Dear Sir:

Re: Contract No. 915[illegible]
For work on the Gellatly Summit--
[illegible] Section, Corvallis-Newport
Hwy., Benton County, Oregon

Pursuant to ORS 279.51[illegible], we are hereby making application to you for a certified copy of Contract No. [illegible] and a copy of the bond required pursuant to the contract.

Our affidavit, as required by ORS [illegible], is attached hereto.

Thank you for your courtesy and cooperation in this matter.

Very truly,

R. M. WADE & CO.

E. L. Gordon
Controller

LDM/smr

Enc.

RECEIVED
JAN 8 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
C W HEAD

AFFIDAVIT

I, Ed Gordon, being first duly sworn, depose on oath and say:

THAT, R. M. Wade & Co. has supplied materials for the prosecution of the work provided in Contract No. 8156, for the work on the Gellatly Summit--Wren Section of the Corvallis-Newport Hwy. in Benton County, Oregon.

THAT, R. M. Wade & Co. has filed a claim against the bond taken from Corvallis Sand and Gravel Co., with United Pacific Insurance Co.

THAT, said claim has not been paid.

FURTHER, deponent saith not.

DATED: January 7, 1970.

Ed Gordon
Ed Gordon

STATE OF OREGON)
County of Washington) ss.

Subscribed and sworn to before me this [illegible] day of January, 1970.

Notary Public for Oregon
My commission expires: My Commission Expires [illegible] 4, 197[illegible]

RECEIVED
JAN [illegible] 1970
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8156

Order No. 3

Section Gellatly Summit - Wren

Date June 5, 1975

Highway Corvallis - Newport

F.A.P. No. RF-222(9)

County Benton

Prefix 2-1079

Account No. 276-03 278-03

Description of Work To Be Done: Provide permanent pavement striping, permanent signing, permanent type signing in temporary locations, temporary installation of a traffic signal, (3 way flasher), and guide post.

Approval Recommended as of 6-11-75

APPROVED EFFECTIVE DATE 6/11/75
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
G. K. Hossner
TITLE Dist. Engineer
DATE 6/24/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout project as required.

Estimate of Quantities and Costs:

Temporary Directional Signing

Labor	$160
Equip.	40
Matls.	800
	$1000

Temporary Flasher

Labor	400
Matls.	475
Equip.	225
	$1100

See Attachment #1

Explanation: State forces are equipped to perform this work at a savings to the public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 987,090.49
Present estimate of project cost, including $ 5,000 for work under this order	$ 957,090.49
Expected under-run (amount)	$ 30,000
Expected under-run (per cent)	3

Submitted by: Richard E. Nelson
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

Robert W. Straub
xxxxxxxxxxx

May 23, 1975

Mr. Keith Burns, Executive Assistant
Office of the Governor
State Capitol
Salem, OR 97310

bc Transportation Commission
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog

Dear Keith:

The accelerated program contains two projects on Highway 20 (Corvallis-Newport Highway):

Blodgett-Gellatly Summit	$ 884,000
Gellatly Summit-Wren	987,000
	$1,871,000

The Blodgett-Gellatly Summit project was originally scheduled for 1975 and the Gellatly Summit-Wren project was advanced from our 1979 schedule.

The original document outlining a possible six-year program was the subject of hearings throughout the state. It contained two additional projects on Highway 20 to be contracted in 1978:

Coast Range Summit-Burnt Woods	$1,000,000
Burnt Woods-Dudlee Hill	$1,500,000

After the hearings were held and analyzed, revisions to the original program were made. Projects were added to Highway 42 and in the Astoria area. Projects in other areas were delayed in order to finance these additions. The two projects scheduled for 1978 on Highway 20 fall into this latter category.

We will recommend to the Transportation Commission that the Burnt Woods-Dudlee Hill project be put back in the six-year program for construction in 1978 as it appeared in the original program.

Very truly yours,

FBK:ms ja

F. B. Klaboe, Administrator
and State Highway Engineer

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Stop Sign Revisions
Corvallis-Newport Highway

Due to construction on the Gellatly Summit-Wren Section of the Corvallis-Newport Highway, a detour will be required. To facilitate the movement of traffic on the detour, a revision in the stop indications will be desirable.

It is recommended that the Through Stop Resolution of September 21, 1949, be temporarily amended as follows:

> On the Corvallis-Newport Highway No. 33:
>
> At the intersection with Priest Road (M.P. 44.53), westbound traffic on the Corvallis-Newport Highway shall be required to stop. Traffic entering the Corvallis-Newport Highway from Priest Road shall not be required to stop.
>
> Eastbound traffic on the Corvallis-Newport Highway at the Kings Valley Highway (M.P. 45.53) shall be required to stop. Traffic entering the Corvallis-Newport Highway from the Kings Valley Highway shall not be required to stop.

This temporary amendment shall be in effect only when the detour is required during the life of the construction project and only when appropriate signs are installed.

This matter will be on the agenda for your consideration at the May 30 meeting.

bc: C. W. Head George Baldwin
A. E. Johnson R. L. Schroeder
L. E. George C. O. Fredrickson
Jack Graham Gary Sund

TL:pb/rj srb

R

United States Department of the Interior
BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

March 3, 1849

MAY 13 1975

In reply refer to: EL-12
Albany-Toledo T/L
Tract No. ACT-51
Contract No. 14-03-59741

Your reference:
Gellatly Summit-Wren Sec.
Corvallis-Newport Hwy.
Benton County
Project No. RF-222(9)
File: 35791

Mr. Jack M. Cartwright
Utility Office Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

MISC. CONTRACTS and
AGREEMENTS No.

Dear Mr. Cartwright:

The trust agreement covering relocation of a section of the Albany-Toledo transmission line to accommodate construction of subject highway project has been signed for the Administration, and your copy is enclosed.

State warrant in the amount of $6,600 has been received.

Sincerely yours,

Margaret M. Kageler

Margaret M. Kageler
Realty Specialist
Branch of Land

1 Enclosure
Trust Agreement

xc: C.O. Fredrickson w/xc Agree
Richard Nelson "
J.W. Valentine "
Gen. Files w/orig. Agree

12

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 30, 1975

Salem, OR 97310

FILE: ~~ROW 18-4~~

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Office Engineer

TO: James W. Valentine
Regional Utility Engineer

EAST SALEM HWY. BLDG.

SUBJECT: Bonneville Power Line Easement
Gellatly Sumitt-Wren Section
Corvallis-Newport Highway
Benton County
File #35791

Please have Bonneville Power Administration's transmission line easement tied into our construction centerline in the vicinity of Highway Station 2375. Also indicate the angle of the easement crossing at the intersection of the highway construction centerline and the easement centerline. This information is required for preparation of a Crossing Agreement between the State Highway Division and Bonneville Power Administration.

JMC:jk

cc: File 35791

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-222(9)

STATE PROJECT NO.
GELLATLY SUMMIT-WREN SCTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RF-34

COUNTY NAME
BENTON

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 20 '75
REFER TO
FOR

Only

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
MARCH 17, 1975

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 22

STATE ROUTE NUMBER
CORVALLIS-NEWPORT HIGHWAY ROUTE 22

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CONSUMERS POWER INC., POWER LINE EFFECTIVE 3-17-75. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $4,760 IS APPROVED. SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CONSUMERS POWER INC., CONSISTING OF YOUR 3-7-75 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE FEBRUARY 7TH AND 12TH CONSUMERS POWER INC., LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S MARCH 11, 1975 LETTER. THE EXISTANCE OF MR. J. W. VALENTINE'S CERTIFICATION OF THE CONSUMERS POWER INC., PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE
3-18-75

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.
RF-222(9)

STATE PROJECT NO.
GELLATLY SUMMIT - WREN SECTION

PROGRAM NO.

ITEM NO.
RF-34

COUNTY NAME
BENTON

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 5 '75
REFER TO
Hunter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 26, 1975	FEBRUARY 26, 1975	PRIMARY ROUTE 22
		STATE ROUTE NUMBER CORVALLIS-NEWPORT HIGHWAY ROUTE #33

GENERAL LOCATION:
ABOUT 10 MILES WEST OF CORVALLIS ON US ROUTE 20

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH TEMPORARY EROSION CONTRO IN THE AMOUNT OF $3,000 AND ON THE JOB TRAINING IN THE AMOUNT OF $1,600.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*

TEMPORARY EROSION CONTROL	$3,000
ON THE JOB TRAINING	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S FEBRUARY 24, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

3-6-75
ORIGINAL TO
L.W. Rulien
w/att.

RECEIVED
MAR 5 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-75		DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • PH. 229-5551

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
ALLAN L. KELLY, Chairman
FRANK A. MOORE, Member
MRS. ALLEN BATEMAN, Member
DAN CALLAGHAN, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

February 28, 1975

RECEIVED
Swanson
R. Olson
Trout
ROAD DESIGN SECTION
Other

Mr. J. H. Versteeg
Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

SUBJECT: Gellatly Summit - Wren Section
Corvallis-Newport Highway
Benton County
DSL Permit No. RP-1856

Oregon Wildlife Commission staff has completed review of the above mentioned project and this letter constitutes our response to the Highway Division and to the Division of State Lands.

The principal aspect of this project concerning the Wildlife Commission is the 2,200 foot channel change scheduled for Gellatly Creek. Stream channel changes are known to be detrimental to wildlife, water quality, fish and other aquatic organisms. Furthermore, stream productivity is often impaired for a number of years after construction. Gellatly Creek is a known producer of cutthroat trout, it may also produce both steelhead and coho salmon.

We understand that this project has been in various stages of planning since the early 1960's. But, our first knowledge of the project was through a Division of State Lands fill/removal permit application which we received for review on December 13, 1974. Plans called for placement of the stream in a straight-riprapped ditch. This proposal contained no consideration for the natural stream or associated resources. Subsequently, additional plans have been provided which do recognize some natural resource values.

Public criticism was voiced over the previously constructed channel change on Gellatly Creek and unless a viable stream is maintained through this project area, considerable public concern will again be generated. Our joint objective has consistently attempted to avoid such conflicts through proper planning and coordination.

The Wildlife Commission could not have supported earlier plans provided for our review. We still question if the proposed road alignment allows room to construct a channel with fish production capabilities. But, if you can assure that our recommendations (attached) are incorporated into your latest plans, the project would be acceptable to us.

We appreciate the excellent cooperation received from Highway Division personnel during our recent review and deliberations over this project. However, it would have been desirable for us to provide input earlier in design stages of this project. Coordination procedures followed in this project limited the opportunity for realignment to minimize potential resource problems. If there are additional projects being expedited to take advantage of new federal funds, established coordination procedures should be followed and contact initiated immediately to assure that environmental impacts are avoided.

If we can be of any further assistance or further explain our recommendations, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

Attachment
cc Fish Commission of Oregon
Division of State Lands
Department of Environmental Quality

February 28, 1975

Recommendations of the Oregon Wildlife Commission for the Oregon State Highway Division's Project, Gellately Summit-Wren Section, Corvallis-Newport Highway, Benton County

1. The newly-created channel should have approximately the same length and gradient as the abandoned portion of original channel.

2. Center line for the new stream alignment and areas for riffle-pool construction should be staked out prior to construction by Oregon Highway Division and Oregon Wildlife Commission representatives. The alignment will avoid placing the new channel in an unstable trench along the foothill. This alignment and riffle-pool details should be drawn up and made available to the successful bidder.

3. The new channel shall be completely excavated and all inchannel work completed before diverting the streamflow.

4. The only operation of equipment in the active flowing stream shall be to connect the newly-dug channel into the existing stream. The new channel should be dug commencing from the downstream end and proceeding upstream with a plug left in both ends until all inchannel activities are completed.

5. Spoils from excavation of the new channel shall be stockpiled; and after the diversion has been accomplished, the material may be used to fill the abandoned channel.

6. Water seeps along adjacent hillsides will need to be collected and diverted from work areas to avoid excessively turbid water entering the stream during construction periods.

7. Disturbed soils within the project area should be planted with grass during appropriate season to allow establishment of ground cover.

8. All efforts shall be taken to protect existing streamside vegetation and vegetation adjacent to the newly-constructed channel. Areas lacking sufficient vegetation shall be revegetated with native shrub and tree species.

9. The bed of the newly-created channel shall be covered to a depth of one foot by clean river run gravels that have been approved by OWC biologists.

10. Outside corners of the existing and newly-constructed stream channel adjacent to the new highway fill may require riprap.

11. The operation should be conducted so that Department of Environmental Quality's water turbidity standards are satisfied.

12. Waste materials and spoils shall be placed above the bank line and protected in a manner to prevent undue erosion.

13. The culvert scheduled for Station 2316 must be designed to satisfy fish passage criteria during 90 percent of the fish passage period (November 1-April 30). Passage criteria for this stream are:

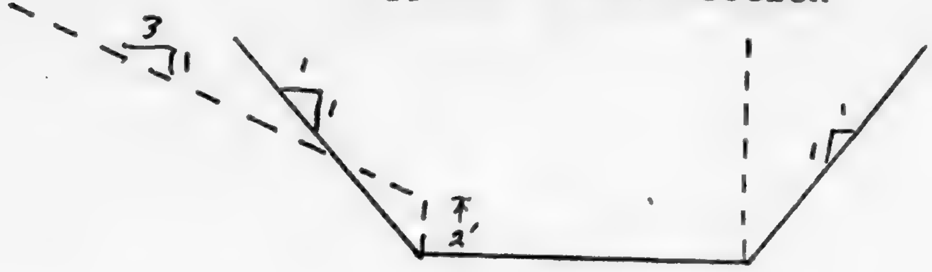
Maximum water velocity.	4 fps
Minimum water depth	0.6 foot

14. Water materials disposed of at Station 2302-2308 shall be provided adequate drainage and revegetation to insure stability.

15. Justification for relocating the channel between Stations 2321 and 2325+50 should be examined. We question the need for this action.

16. Suggested design for the new channel segments are as follows:

Typical Cross Section

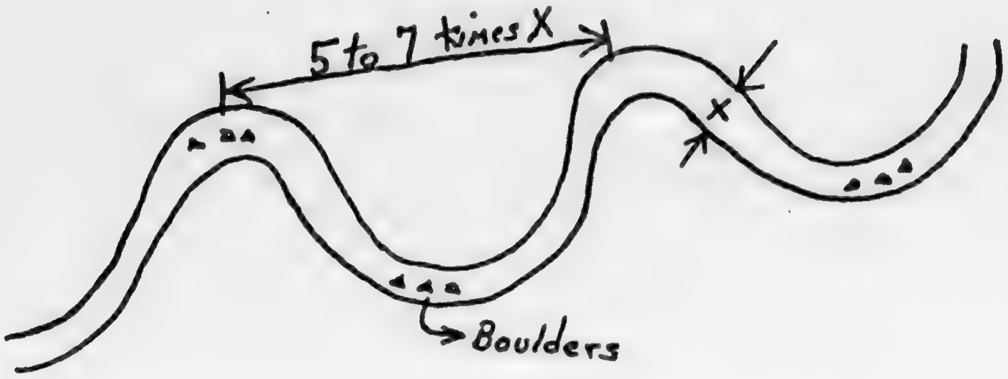


In stream turns the outside bank should be near vertical and inside corner vertical from channel bottom to a height of 2' then sloped to 2 or 3:1.

Channel with and depth should be designed to provide the following:

November 1-April 30	May 1-October 31	
Riffles	Riffles	Pools
Water velocity 1.0-3.0 fps	Water velocity ≅ 1 fps	Water velocity ≅ 0.3 fps
Water depth ≧ 0.6'	Water depth ≧ 0.2'	Water depth ≅ 3-5'

Plain View



Boulders to provide cover for rearing fish will be placed in pools at advice of OWC.

Gellatly Summit-Wren Sec
Corvallis Newport Hwy
Benton County

From-Div. State Lands

Gellatly Creek
Benton County
Highway Job No. 136

PRELIMINARY
ATTACHMENT "A"

Special Conditions for Material Removal Permit No. [illegible]

1. The newly-created channel shall have approximately the same length and gradient as the abandoned portion of original channel.

2. Center line for the new stream alignment and areas for riffle-pool construction shall be staked out prior to construction by Oregon Highway Division and Oregon Wildlife Commission representatives. The alignment will avoid placing the new channel in an unstable trench along the foothill. This alignment and riffle-pool details should be drawn up and made available to the successful bidder.

3. The new channel shall be completely excavated and all [illegible] work completed before diverting the streamflow.

4. The only operation of equipment in the active flowing stream shall be to connect the newly-dug channel into the existing stream. [illegible] be dug commencing from the downstream [illegible] left in both ends until all [illegible] completed.

5. Spoils from excavation of the [illegible] channel.

6. [illegible] construction period.

7. [illegible]

8. [illegible]

9. [illegible]

10. [illegible]

11. [illegible]

12. [illegible]

Environmental [illegible]
Req. 2
Location

Material Removal Permit No. [illegible]
Preliminary Attachment [illegible]
Page [illegible]

13. The culvert schedules for Station [illegible] shall be designed to satisfy fish passage criteria during 90 percent of the fish passage period (November 1-April 30). Passage criteria for this stream are:

Maximum water velocity.................... [illegible] fps
Minimum water depth...................... [illegible] foot

14. Waste materials disposed of at Station 2302-[illegible] shall be provided adequate drainage and revegetation to insure stability.

15. Suggested design for all the new channel segments are as follows:

In stream turns, the outside bank should be near vertical and inside corner vertical from channel bottom to a height of [illegible]' then sloped to 2 or 3:1.

Channel width and depth should be designed to provide the following:

November 1-April 30	May 1 - October 31	
Riffles	Riffles	Pools
Water velocity [illegible] fps	Water velocity ~ [illegible] fps	Water velocity ~ [illegible] fps
Water depth > [illegible]'	Water depth > [illegible]'	Water depth ~ [illegible]'

[illegible] permission.

Comments:

[illegible] is not approved [illegible] information justifies this change.

[illegible]

copy
we copy
copy

Copy Environmental Sec
we " Req. 2
" Location - Dick Lenz

Salem, Oregon
February 25, 1975

J. H. Versteeg
Road Design Engineer

C. O. Fredrickson
Region 2 Engineer

Gellatly Summit-Wren Sec.
Corvallis-Newport Hwy.
Benton County

Plans for this project require a channel change in Gellatly Creek from Stations 2304 to 2328. The channel change has been recently revised to more nearly conform to the desires of the Wildlife Biologist. The Wildlife people still have objections to this proposal and may or may not approve our present plan.

Dick Lenz did study alternate alignment and profiles in this area that might reduce impact of the highway on the existing stream. Final Design was reluctant to consider this proposal further because of a reduction in sight distance, time required to study and implement the proposal and whether or not a change is really justified.

The Gellatly Creek channel change is a sensitive subject with some of the Wildlife people. The Road Design Section brought this project up hurriedly and some of the Wildlife Biologist's concerns were not adequately considered. Changes or additions to the project plans could be made on construction to modify possible damages to Gellatly Creek. Funds ($3,500) will be provided in the project authorization for fish rocks, willow plantings, alder whips and other appropriate measures deemed necessary to satisfy the needs for stream protection and enhancement.

Reportedly there are springs in the proposed disposal area that could trigger slides that might seriously affect Gellatly Creek. If this is the case perforated drains should be considered in this disposal area.

JHV:jh

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 25 1975
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

U. S. DEPARTMENT OF TRANSPORTA FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO. RF-222(9)

STATE PROJECT NO. GELLATLY SUMMIT - WREN SECTION

FROM:

G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. RF-34

COUNTY NAME BENTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 26 '75
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE FEBRUARY 24, 1975

FEDERAL ROUTE NUMBER PRIMARY ROUTE 22

STATE ROUTE NUMBER CORVALLIS-NEWPORT HIGHWAY ROUTE 33

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR BONNEVILLE POWER ADMINISTRATION EFFECTIVE FEBRUARY 24, 1975. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $6,600.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
FEB 26 1975

NOTED

REMARKS

YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE THIS DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE BONNEVILLE POWER ADMINISTRATION CONSISTING OF YOUR JANUARY 15, 1975 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE FEBRUARY 12, 1975 BONNEVILLE POWER ADMINISTRATION'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S FEBRUARY 18, 1975 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-24-75		DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

ORIGINAL TO

TRANSACTION NUMBER 2-65 AND 2-66

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-11-75

BY (Signature): L.W.RULIEN'S FEBRUARY 11, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 33 THRU 34

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
33	RF-222(8)	2.12	1,055,000	824,000	BLODGETT-GELLATLY SUMMIT SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND STRUCTURE.
34	RF-222(9)	2.06	1,150,000	899,000	GELLATLY SUMMIT - WREN SECTION. STATE OF OREGON BENTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT.

RECEIVED
STATE HWY ENGR
FEB 13 '75
REFER TO

REMARKS (Division)

Orig -

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 2-11-75

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

[illegible] 5-2

February 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project Nos. RF-222(8) and (9)

We are submitting program data for two projects, Item Nos. 33 and 34, which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our present intention to receive bids for these projects on March 13, 1975.

Enclosed is one copy each of State Clearinghouse and District 4 Clearinghouse A-95 approval letters dated January 24, 1975 and February 4, 1975, respectively.

Enc.

JG:js

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

2-11-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 20, Wren, 2.1 mi. N.W. 21 65	ADT	PRESENT 2,600	FUTURE 4,950 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 222 7	SEQ. N (9

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Benton				CODE 003 (14) (16)
	NAME OF URBAN AREA - - 17-31	ROUTE NO. P	FEDERAL-AID 22 (32)	STATE 33 (36) (37)	U.S. 20 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53	US 20, Wren, 2.1 mi. N.W.	(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6204		"Gellatly Summit-Wren Sec."	2.06	1,150,000	899,000	251,000	

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	2.06	1,150,000	899,000	251,000
1	14	PROGRAM APPROVAL DATES				(18) (23)	(24) (29)	REMARKS

Gr.,
2-12
shou
12'
with
wher

ROW
Acce
Park
none
Util
requ
prepa

-over

USC

[illegible] Approval Expires February 28, 1966

FORM PR-[illegible]
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CTION NO.

TO W.O.

2-11-75

MBER (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 20, Wren, 2.1 mi. N.W. 65	ADT	PRESENT 2,600	FUTURE (66) 4,950 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 41 (3)	APPN CODE (4) 073 (9)	ITEM NO. (14) 34 (18)

R OF PROPOSED WORK (35 typewriter Dr., H.T. Pave 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71) (72)	EMERG. YR. (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER

PREFIX LETTER(S) 14 RF- 23	NUMBER 7 222	SEQ. NO. (9) 13	I. Projects Only POST MI. (24)	DESIG. (26) 27

EDERAL FUNDS: Rural Primary

BAN AREA: - -

COUNTY NAME: Benton | CODE (14) 003 (16)

ROUTE NO. P | FEDERAL-AID 22 (32) | STATE 33 (36) | (37) U.S. 20 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		US 20, Wren, 2.1 mi. N.W.						Gr., dr., H.T. pave 2-12' lanes with 8' shoulders & also 12' climbing lanes with 4' shoulders where required.
		ROW								
		CONST (CODE) 6204		"Gellatly Summit-Wren Sec."	2.06	1,150,000	899,000	251,000		ROW - 110' min.; Access control-partial; Parking restrictions-none; Utilities - adj. required including preparatory work.
REPARED BY				PROJECT TOTALS	2.06	1,150,000 (16) (23)	899,000 (24) (29)	251,000		

ROGRAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

REMARKS - continued

Existing Facilities:

Roadway - - - - 18-foot bituminous surface with 6-foot shoulders.
Structure - - - Marys River, Br. No. 1206-A, Prestressed RCDG, L 230', HC 40', H-20 loading.

Adjacent Sections;

West End- - - - Connects to Project F-222(7), 2-12' travel lanes AC surface with 1-12' climbing lane AC surface having 10' shoulder adjacent to travel lane and 4' shoulder adjacent to climbing lane.

East End- - - - Wren O'xing of Co. Rd. & SPRR (Br. No. 1205, RCDG, L 212', HC 40', H-15 loading) and roadway same as described for existing facility.

Project Data: The project consists of grade, drain, and high-type pave two 12-foot lanes with 8-foot shoulders and also 12-foot climbing lanes with 4-foot shoulders where required.

NOTE: The existing Marys River Bridge constructed as a State project in 1967, described under the previous heading "Existing Facilities" will remain in ~~one~~ use unmodified for this project.

System Action, Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

IM 50-1-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 letters of approval dated January 24, 1975 and February 4, 1975 respectively.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement concurred in by FHWA January 6, 1975 on the Blodgett-Wren Section which includes this project.

Public Hearings: Offered, but none requested (additional hear not required per FHWA memorandum of May 13, 1969 on the Blodget Wren Section which includes this project).

Design: Approved (FHWA memorandum of October 9, 1969 on Blodg Wren Section which includes this project).

NOTE: (1) On-the-job trainees, as set forth in FHWA order in 7-2(2), on this project will be determined at PS & stage and the number stipulated in the PS & E docu

(2) This project is in Congressional District No. 1.

Utilities: Adjustment of the following (type code YOGO):

Consumers Power, Inc. - - - - - - - - -	$4,000
Pioneer Telephone Co. - - - - - - - - -	1,000
Bonneville Power Adm. - - - - - - - - -	3,000
Total	$8,000

GELLATLY SUMMIT-WREN SECTION

PROJECT NO. RF-222(9)

s - continued

ng Facilities:

oadway - - - - 18-foot bituminous surface with 6-foot shoulders.
ructure - - - Marys River, Br. No. 1206-A, Prestressed RCDG, L 230', HC 40', H-20 loading.

t Sections;

est End- - - - Connects to Project F-222(7), 2-12' travel lanes AC surface with 1-12' climbing lane AC surface having 10' shoulder adjacent to travel lane and 4' shoulder adjacent to climbing lane.

st End- - - - Wren O'xing of Co. Rd. & SPRR (Br. No. 1205, RCDG, L 212', HC 40', H-15 loading) and roadway same as described for existing facility.

t Data: The project consists of grade, drain, and high-type wo 12-foot lanes with 8-foot shoulders and also 12-foot climbing with 4-foot shoulders where required.

The existing Marys River Bridge constructed as a State project 7, described under the previous heading "Existing Facilities" emain in ~~one~~ use unmodified for this project.

Action, Airports, Railroads, Water Developments, Historical creation Areas: None involved.

1-70 Requirements: State Clearinghouse and District 4 Clearing- A-95 letters of approval dated January 24, 1975 and February 4, espectively.

-7-2 Requirements: Nonmajor action project not requiring an nmental statement concurred in by FHWA January 6, 1975 on the tt-Wren Section which includes this project.

Public Hearings: Offered, but none requested (additional hearings not required per FHWA memorandum of May 13, 1969 on the Blodgett-Wren Section which includes this project).

Design: Approved (FHWA memorandum of October 9, 1969 on Blodgett-Wren Section which includes this project).

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 1.

Utilities: Adjustment of the following (type code YOGO):

Consumers Power, Inc. - - - - - - - - -	$4,000
Pioneer Telephone Co. - - - - - - - - -	1,000
Bonneville Power Adm. - - - - - - - - -	3,000
Total	$8,000

33

FORM E-30

FILE: 2-1401

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Corvallis, OR 97330

REGION 2 ENGINEER
RECEIVED
[illegible] 10 1975
RTE ROE
ULE GEO RSO ECC RFE

RECEIVED
FEB 1[illegible] 1975
FINAL DESIGN SECTION
Prepare Reply ☐
☐
☐
Return To
Bring Up
Other

1 ✓
2 7

DATE February 7, 1975

TO C. O. Fredrickson
Regional Engineer

FROM Richard E. Nelson
Resident Engineer

SUBJECT Gellatly - Wren Section
Corvallis - Newport Highway
Benton County

Met with Joe Wetherbee, Fishery Biologist, Oregon Wildlife Commission, February 7, 1975. We walked the channel change area on the subject project. Approximate toe of slope stakes that have been set indicate the channel has shifted from where it was when the survey was done in the mid 1960's. Channel conflict will be less than previously indicated. Joe indicated as a result he would have to re-evaluate the situation and would endeavor to bring his superior down here to go over it with him either February 10 or 11. He explained his superior, whom he didn't indentify, is unhappy because he believes they did not receive sufficient prior notification of what was proposed to allow their input, and that he is inclined to make an issue of it.

I advised Joe that we would pursue staking of the area in question, and would endeavor to incorporate his suggestions as indicated on the attached drawings. This will allow him to measure the channel lengths, existing and new and to use this information to present to his superiors.

The switchback configuration should provide approximate equivalent channel length, however, these bends will require rip rap to prevent erosion. Lyle Watson was requested by phone to provide approximately 2,000 cubic yards of class 700 rip rap for slope protection in the project plans.

Watson requested a set of Wetherbee's drawings, an extra set is enclosed for your comments and forwarding.

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
[✓ Sample]
Watson
Wolfe
Return [✓ Discuss] Do File Copy Dup.
BY FINAL DESIGN ENGINEER

attachments

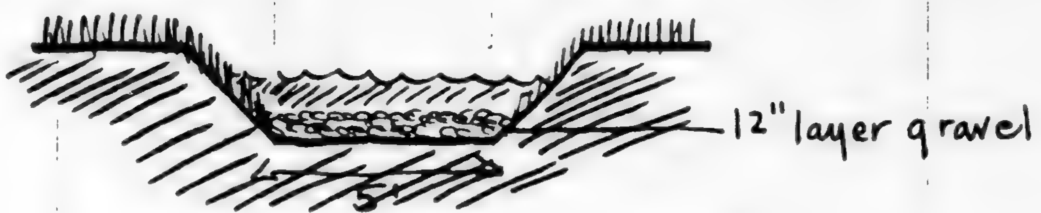
cc Lyle Watson w/one set attachments
Your last plan will apparently cover the [illegible] channel they want. You should include truck-measure bid item on rip-rap. Also profile or notes to call for the pools requested
S Wiener

NATURAL STREAM CHANNEL
2,800 lin. feet.

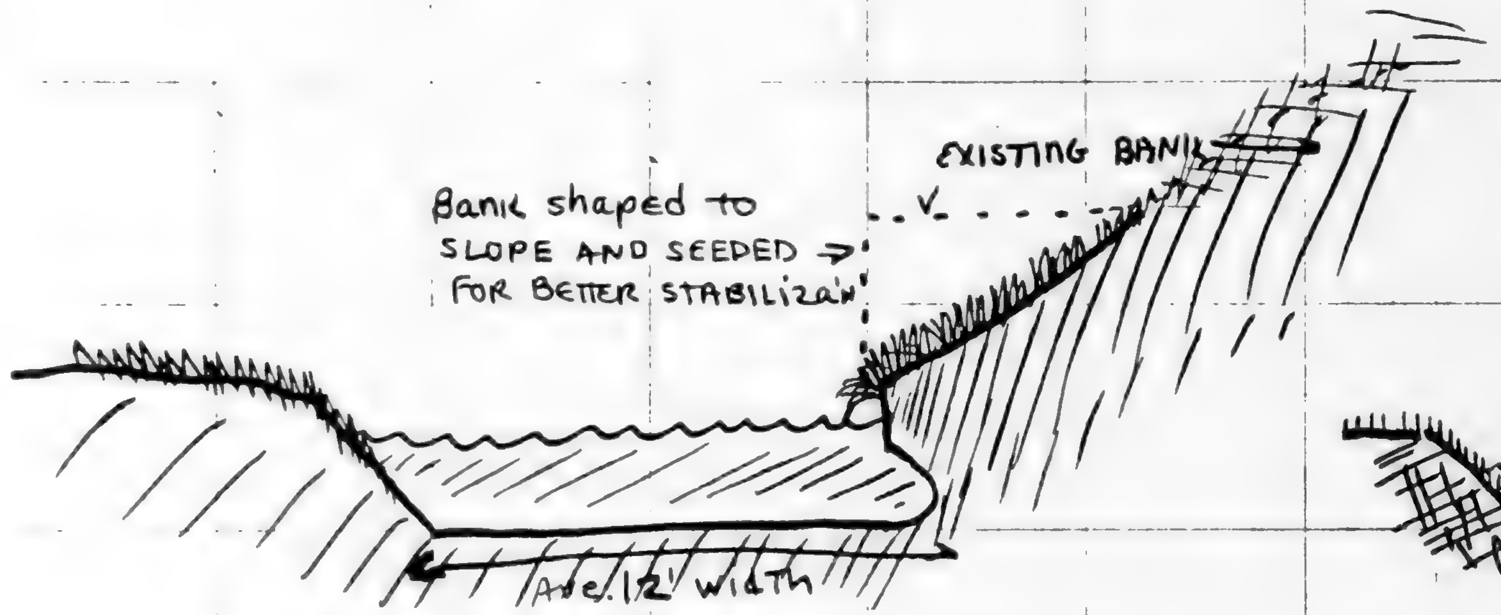
Pools Ave. 40'L 12'W 3-5' deep

CONST. CHANNEL:
propose - 50-50 pool-riffle ratio

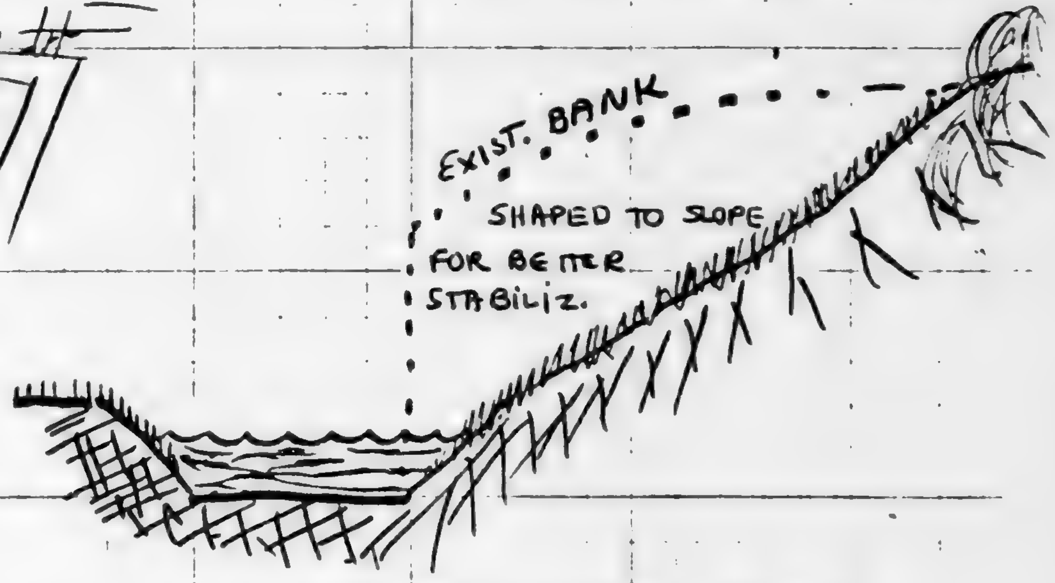
would comprise:
approx 35 pools ave. 40'L
& 1400 ft. of riffle channel (5' wide)
or 35- 40' channel sections
(lengths could be varied to
fit meanders and area avail

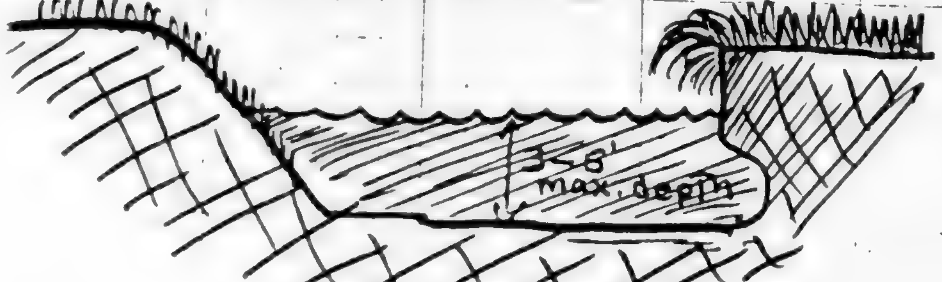


CROSS SECTION RIFFLE CHANNEL

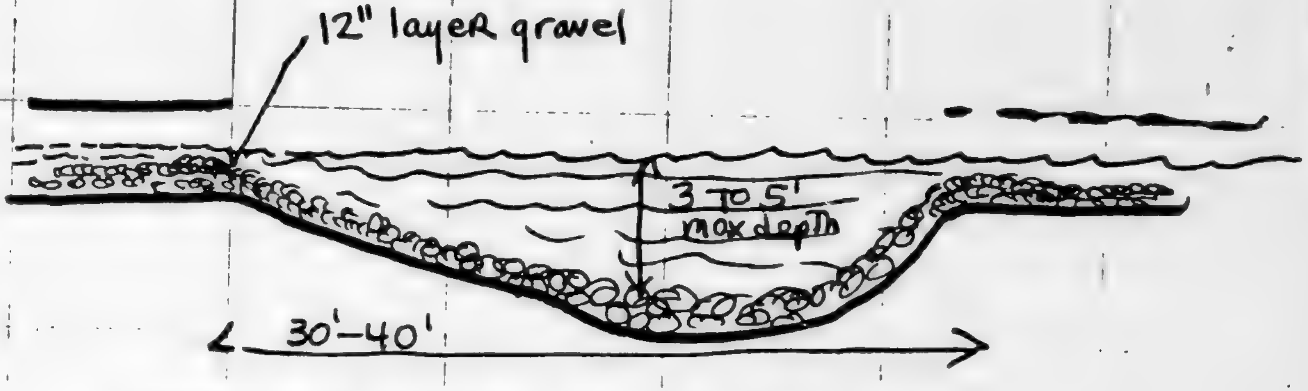


CROSS SECTION OF POOL SECTION WHERE CUT IN EXISTING BANK WILL BE TOO FAR ABOVE WATER → APPLICABLE FOR 5 FT CHANNEL ALSO

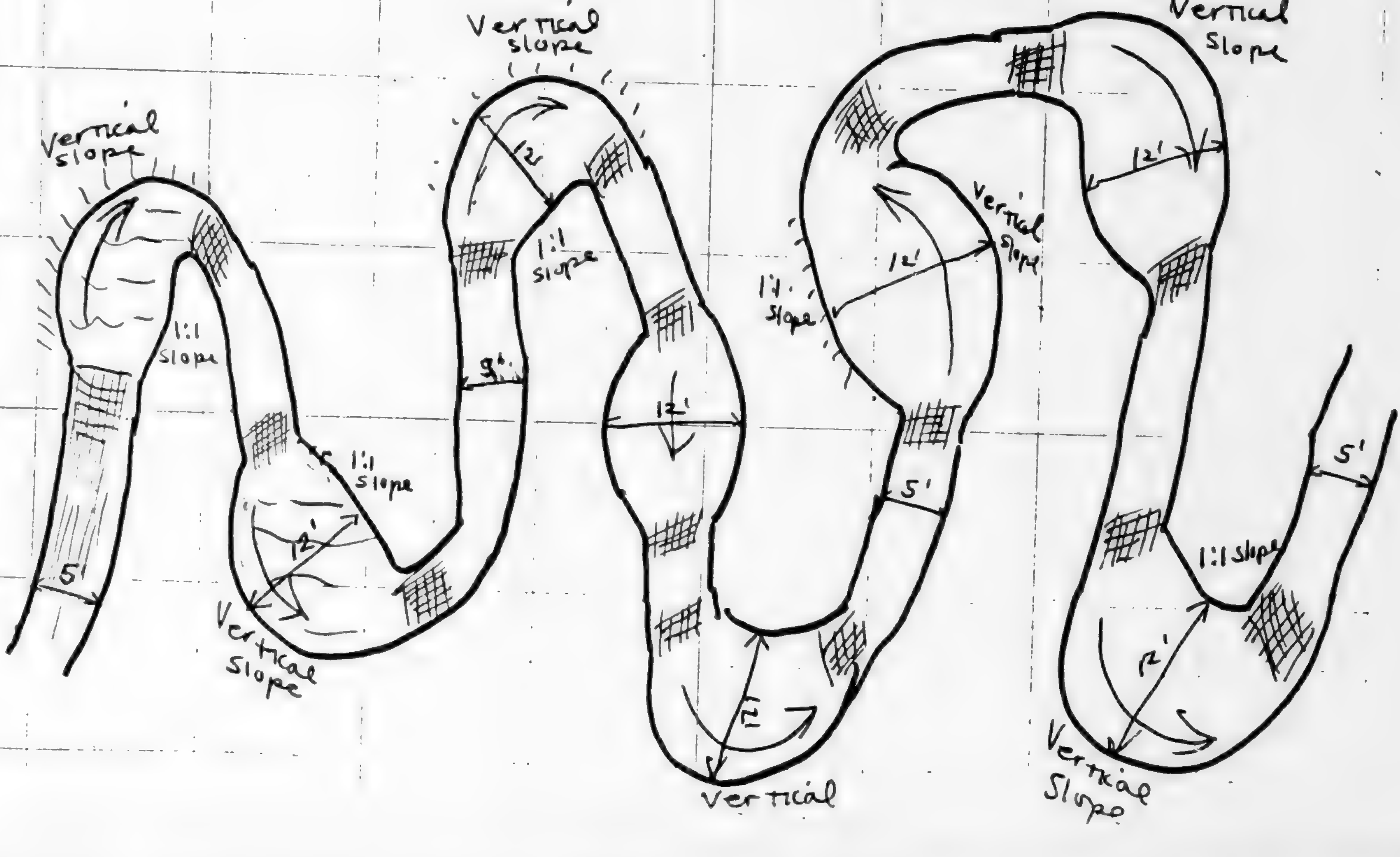




CROSS SECTION OUTSIDE BEND
POOL SECTION



SIDE VIEW TYPICAL POOL SECTION



Board of County Commissioners [illegible] 5, 197[illegible]
Benton County
Courthouse
Corvallis, OR 97330

Attention: Fred Renstrom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen

Attached for your records is a fully executed copy of an agreement concerning construction of the Gellatly Summit-Wren Section of the Corvallis-Newport Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

[illegible]
[illegible]

fkn

Att.

cc [illegible] (w/o att.)

FISH
COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

cc's sent 2-4-75

E. S. Hunter
L. W. Rulien
W. J. Hart
R. E. Royer
George Wills
Gary Potter
C. G. Swenson
F. E. Terpin
D. L. Trout
W. E. Schwartz (2)
C. O. Fredrickson (2)

January 31, 1975

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
307 Highway Building
Salem, Oregon 97310

Dear Hal:

CHAS. H. REYNOLDS SAFETY REST AREA
OLD OREGON TRAIL HIGHWAY - UNION COUNTY
GELLATLY SUMMIT-WREN SEC.
CORVALLIS-NEWPORT HIGHWAY

There should be no fish conflicts providing muddy water, chemical and petroleum wastes or other foreign materials are not allowed to enter Ladd Creek.

Regarding the Gellatly Creek project, we have examined the revised plans with the sinuous channel change pattern and improved profile slope. The new design meets with our approval.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project RF-222(-)
Blodgett-Gellatly Summit Section
and Gellatly Summit-Wren Section
Shoulder Widths

DATE: January 29, 1975

In reply refer to: 1041DB

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By January 21, 1975 memoranda, Mr. Rulien requested concurrence in reduction of the proposed shoulder widths on the subject projects from 10 feet to 6 feet.

We have carefully reviewed Mr. Rulien's proposal in light of the present economic climate and the desire to provide as many miles of highway improvements as possible. However, in view of our present Region 10 "Position Statement on Design Standards" we cannot approve shoulder widths less than AASHTO minimum on new construction. AASHTO's Geometric Design Standards for Highways Other than Freeways - 1969 sets forth a minimum shoulder width of 8 feet for the type of facility in question. It is suggested that the shoulders on these projects be constructed to this minimum standard.

1-30

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 30 '75
REFER TO
FOR

C4001

RECEIVED
JAN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Vanley
Wolfe
1-31-75

PRO 6-2

January 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Gellatly Summit-Wren
Corvallis-Newport Highway
Benton County
Project No. RF-222(9)

The subject project is scheduled for the February 27, 1975 bid letting on the primary system to provide for widening this heavily traveled system of the Corvallis-Newport Highway to provide climbing lanes. The proposed improvement is classified as a nonmajor action.

Due to rapidly spiraling inflation coupled with reduced revenues, we have had to examine all of our projects to attempt to keep the cost of improvements within available funds. Consequently, we have been in the process of downscoping standards where possible in order to construct as many miles of needed highway improvements as possible.

The subject project was originally designed to include 10-foot shoulders. This is mentioned in the environmental assessment in which you concurred. We now request your concurrence in the reduction of the shoulder width from 10 feet to 6 feet. The reduction in shoulder width is compatible with adjacent sections. The project as modified will provide a substantial safety improvement over the existing facility.

DES:bb

cc: L. S. Hunter
J. H. Versteeg
C. J. Fredrickson
J. E. Swan

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 20, 1975

TO Oregon Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Gellatly Summit-Wren Section
Corvallis-Newport Highway
Benton County

The location and final design phases on this section have been completed. A hearing was held and all rights-of-way for this project were acquired under survey approval granted by the Commission March 14, 1967. Location/design approval was granted October 9, 1969. The Division has met all Federal requirements for clearinghouse and environmental concerns.

This project is 2.06 miles in length and involves reconstruction of the existing facility with improved roadway travel lane and shoulder width. Climbing lanes will be incorporated where needed. The total estimated cost for construction is $1,100,000.

I recommend your approval of this Federal-aid Primary Rural project as listed on our current program and request your authorization for Federal financing. The project is tentatively scheduled for letting February 27, 1975.

This matter will be on the agenda for your consideration at the January 22 meeting.

bc:
C. W. Head
A. E. Johnson
R. L. Schroeder
L. W. Rulien
J. H. Versteeg
Ben Gifford
Jack Graham
George M. Baldwin
E. S. Hunter
V. E. Skoog
J. B. Boyd
Don Harwell
Gary Sund
C. O. Fredrickson

BLG:js srb

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1974

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
240 N.W. 6th Street
Corvallis, Oregon 97330

FROM G. N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Primary Rural Funds
State Administrative District No. 4
Blodgett-Wren
Corvallis-Newport Highway
Benton County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be January 20, 1975.

Attachment

BLG:js

cc: G. L. Green, FHWA
F. B. Klaboe
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
D. E. Swan
H. C. Johnson
C. O. Fredrickson
Aeronautics Division

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: L. W. Rulien — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Blodgett-Wren District 4

11 12] PROJECT LOCATION CITY [45: Corvallis-Newport Highway — 46] PROJECT LOCATION COUNTY [79: Benton

05–10 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71:
This project, of approximately two equal units, totaling 4.1 miles involves grading, paving, str. (Norton Cr.) and incidental work to convert the existing facility to current standards. The alignment will follow the existing corridor and provide a roadway with two 12-foot travel lanes, 10-foot shoulders, with 12-foot climbing lane where required. Left turn lanes at Kings Valley Hwy. intersection.

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,950,000	-	550,000	-	-	2,500,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN? STATE		REGIONAL		LOCAL		(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☒ 37	☐ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: January — 43] DAY [44: 20 — 45] YEAR [46: 1975

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205 Highway Planning and Construction

HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: December 12, 1974

HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: December 12, 1974

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C)

Federal-aid Primary Rural Program

EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

(a) Federal Congressional District(s) Number(s) 1
(b) State Representative District(s) Number(s) 34
(c) State Senatorial District(s) Number(s) 18

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes

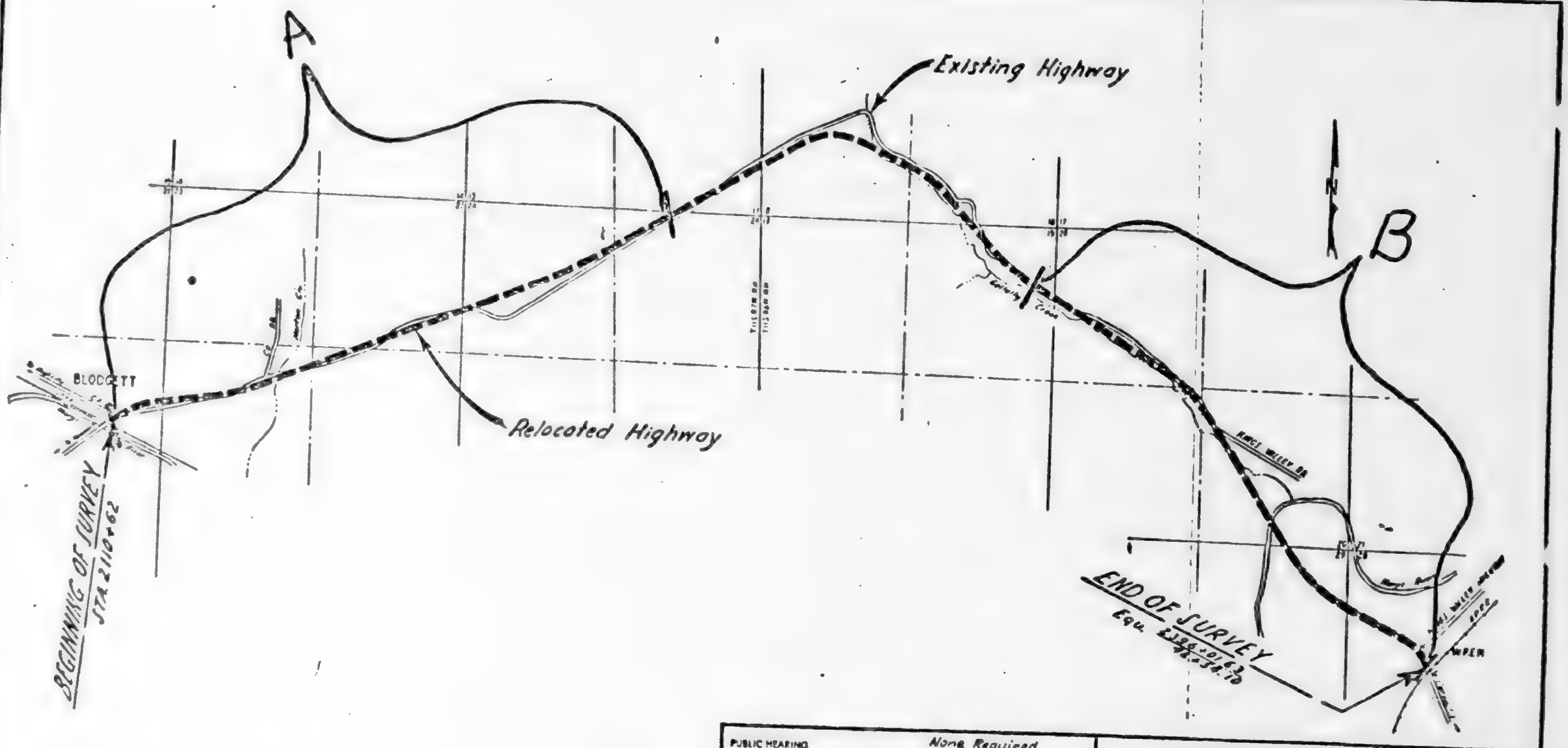
REMARKS

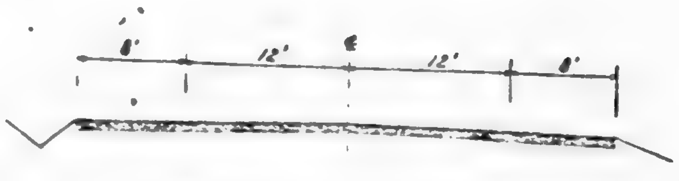
17(E) This is a category 3 project and a negative declaration will be prepared under Oregon's action plan.

This project is proposed by the State Highway Division right-of-way acquisition completed prior to April 18, 1969.

Public hearings will not be necessary.

DRG. NO. 1R-4-276





TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED FEB 20 1967 19

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

BLODGETT - WREN SEC.

CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY

DRG. NO. 1R-4-276

SCALE: 1" = 1700'

DATE February, 1967

FOR DETAILS SEE DRG. NO.
9B-1-8 , 8B-36-2

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Gellatly Summit - Wren
Highway: Corvallis-Newport (FAR 22)
County: Benton
Prefix: 2-1401

Res. Engr. Richard Nelson
Approx. Length 2.0± miles
Sta. 2288+50± to Sta. 43+52.5±
Date December 9, 1974

Mean Truck A.D.T. 581
Traffic Coefficient 9.8
18 kip s. a. per day 260.5
(1)

Annual Precipitation 40"±
Frost Penetration - - - -
CBE Total Requirement 32.5"

Typical Soil

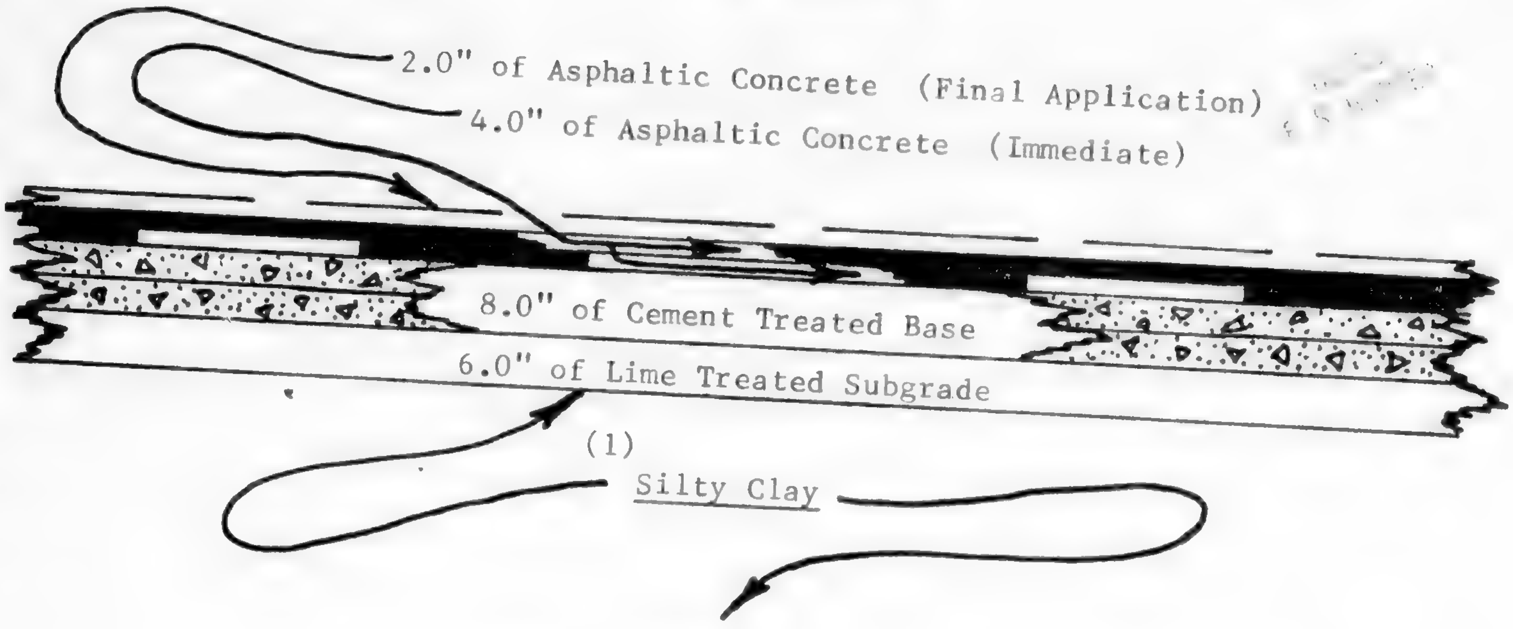
43	LL
11	PI
100	%P 10
77	%P 200
0	% Gravel
7	% C Sand
16	% F Sand
32	% Silt
45	% Clay
6	R Value
7-5	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	C.T.B.
6.0	6.0	L.T.S.
32.5	20.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

See "Remarks" on Page 2.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

RECEIVED
DEC 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

.A.
State Highway Engineer
tion Engineer
truction Engineer
eer of Material and Research
nal Engineer
cnt Engineer
n Engineer
fications Engineer
Design Engineer
nal Geologist

SECTION: Gellatly Summit-Wren
HIGHWAY: Corvallis-Newport (FAR 22)
COUNTY: Benton

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Cement Treated *Base*	1.0"-0 *Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	8.0"	---	6.0"	28.5"	17.5"
7.0 - 8.0	3.5"	7.0"	---	6.0"	25.0"	16.5"
6.0 - 7.0	3.0"	---	15.5"	---	21.5"	18.5"
4.8 - 6.0	2.0"	---	14.5"	---	18.5"	16.5"
Cars Only	2.0"	---	9.5"	---	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.5 and a C.B.E. Requirement of 28.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Gellatly Summit-Wren
HIGHWAY: Corvallis-Newport (FAR 22)
COUNTY: Benton

2600 Present ADT (1975)
15.3 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	80	1.9	152	116	450	52,200
3	110	1.9	209	159	1000	159,000
4	5	1.9	10	8	1250	10,000
5	205	1.9	390	298	3180	947,640
6	0	---	---	---	2570	- - - -
				581	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,168,840
TWENTY YEAR EWL 23,376,800
TRAFFIC COEFFICIENT 9.8

SECTION: Gellatly Summit-Wren
HIGHWAY: Corvallis-Newport (FAR 22)
COUNTY: Benton

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

Stage construction is part of the design on this project, necessitating the use of A.C. A.C. surfacing would also maintain pavement continuity.

Blodgett - Gellatly Summit - Cont. #8124

Gellatly Summit - Wren — Cont. # 8156

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE December 9, 1974

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Blodgett-Wren Section
Corvallis-Newport Highway
Benton County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
H. S. Cox
D. E. Swan
B. L. Gifford ✓
Region 2 (Fredrickson)
District 4 (Johnson)

APPROVED
E S Hunter
E. S. Hunter
Date 12-10-74

RECEIVED
DEC 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1974
PROJECT MANAGEMENT SECTION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 2, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project RF-222(-)
Blodgett-Wren Section
Corvallis-Newport Highway
Benton County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

We have reviewed the project assessment for the subject project and concur in your recommendation for a negative declaration. One copy of the project assessment is returned as requested.

G. L. Green

Attachment
Project Assessment

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT RF-222(-)

Date October 9, 1974

A. PROJECT IDENTIFICATION

Name of Project Blodgett-Wren (A) (Blodgett-Gellatly Summit, (B) Gellatly Summit-Wren) (Section)

Location of Project - Corvallis-Newport (Highway Name) U. S. 34 (ORE 33) (Highway No., US - ORE)

(City) Benton (County) II (Region)

Program FAP (Funding) A-$655,000 B-$647,000 (1968 figures) (Estimated Cost) 2-1401-923 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The project would increase safety and travel speeds by straightening and widening a narrow, winding road which is heavily used by logging trucks and recreational vehicles, and is a main arterial between the Willamette Valley and the Oregon Coast.

Origin and History: Information on the history is unavailable as appropriate materials are in storage. The central section, Gellatly Summit was built in 1971.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length (a) - 2.1 mile, (b) - 2.0 miles Total 4.1 miles

Termini A - west end at structure over Mary's River in Blodgett, east end joins near new Gellatly Summit section, B - west end joins new Gellatly Summit section, east end terminates at structure over Southern Pacific tracks at Wren (stations of termini listed below).

Alignment (new or existing) Primarily new alignment, existing corridor.

Stations for termini (A) - 2110 + 62-222 + 50
(B) - 2292 + 50-43 + 52.50

CATEGORY
PROJECT

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Already purchased, acquisition completed prior to April 18, 1969.

Typical Section 10' shoulders and two 12' travel lanes; 2110 + 62-2196 + 00; 2311 - 2385 two 12' travel lanes, one 12' climbing lane, 10' shoulder on opposite side; 2196 -2222 + 50 (below)

Bikeway NO

Structures Small structure over Norton Creek. Existing structure over Mary's River, built in 1967 to remain unmodified.

Additional Facilities NONE

Access Control New access must be approved.

Materials Unknown, one quarry likely for section B near Wren

Borrow and Waste Disposal Balanced sections

Special Construction Methods Not applicable

Characteristics (ADT) Approximately 2,400

Other General Information (or Supplemental information to items) 2292 + 50 - 2311; two 16' travel lanes, two 8' turning lanes, 4' shoulders; 2385 + 00 - 2394 + 50 (at Kings Valley Highway intersection).

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

NOT APPLICABLE, except the channelization of Gallatly Creek should be coordinated with the Game Commission through the biologist of the Environmental Section, to identify alternative methods.

NOTE: Construction of both sections is being delayed until the U.S. Army Corps of Engineers determines if dams will be built at three potential locations along the Mary's River and it's tributaries. Public hearings are scheduled for October and a decision should result.

By C2

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Public information session held in late 1966.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type______________ Tentative Date(s)______________

A-95 Review: ☒ Not Required ☐ Required

Date Submitted______________ Date Received______________

Expected Coordination with Local, State and Federal Agencies Described above in D.

PNRS No. 08-35-Ee

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation N/A

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization

☐ Reconnaissance

☐ Field Location

☐ Office Location

☐ Field Prel. Design

☐ Office Prel. Design

☒ Final Design Preliminary design completed November 20, 1973

☐ Contract Plans

FHWA

Status Date

☐ Systems Planning

☐ Prel. Engineering

☐ Corridor Approval

☒ Design Approval October 9, 1969

☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project is located in the foot hills of the Oregon Coast Range. Section A passes through rolling grass lard used for grazing. Small stands of mature fir are dispersed across these lands. Norton Creek, a small, almost intermittent stream, bisects the project near Blodgett.

Most of Section B is located in the Gellatly Creek drainage. The vegetation is second-growth timber and the stream meanders near, but does not pass under, the existing highway. The eastern ½ mile of the section enters grazing lands, similar to those found through Section A. The road passes over the Mary's River.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

The area is rural with dispersed homesteads along the highway. The west end of the project passes through the hamlet of Blodgett. Land is used for agriculture primarily grazing. No noise or air quality problems were found. The only aesthetically-displeasing area is the reconstructed Gellatly Summit section.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

All acquired.

Consequences:

2. Estimated Changes in Traffic Patterns:

None.

Consequences:

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Gellatly Creek will be channelized between stations 2305 and 2327. Difficulty in revegetating north-facing cut slopes.

Consequences:

Possible disruption of anadromous and resident fish populations and a decrease in water quality. Possible lack of slope stabilization.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Removal of one mature stand of fir. The rock quarry to be used is near Wren on an elevated hillside.

Consequences:

Considerations for rehabilitation of this quarry site should be considered if it is selected as a materials source.

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

None.

7. Potential for Controversial Issues:

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

      Yes

   c. Water Quality Standards

      Requires additional research.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		XXX	
Urban Economist			
Water Quality Spec.		XXX	
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Details of channelization.

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______________________

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Details of channelization.

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

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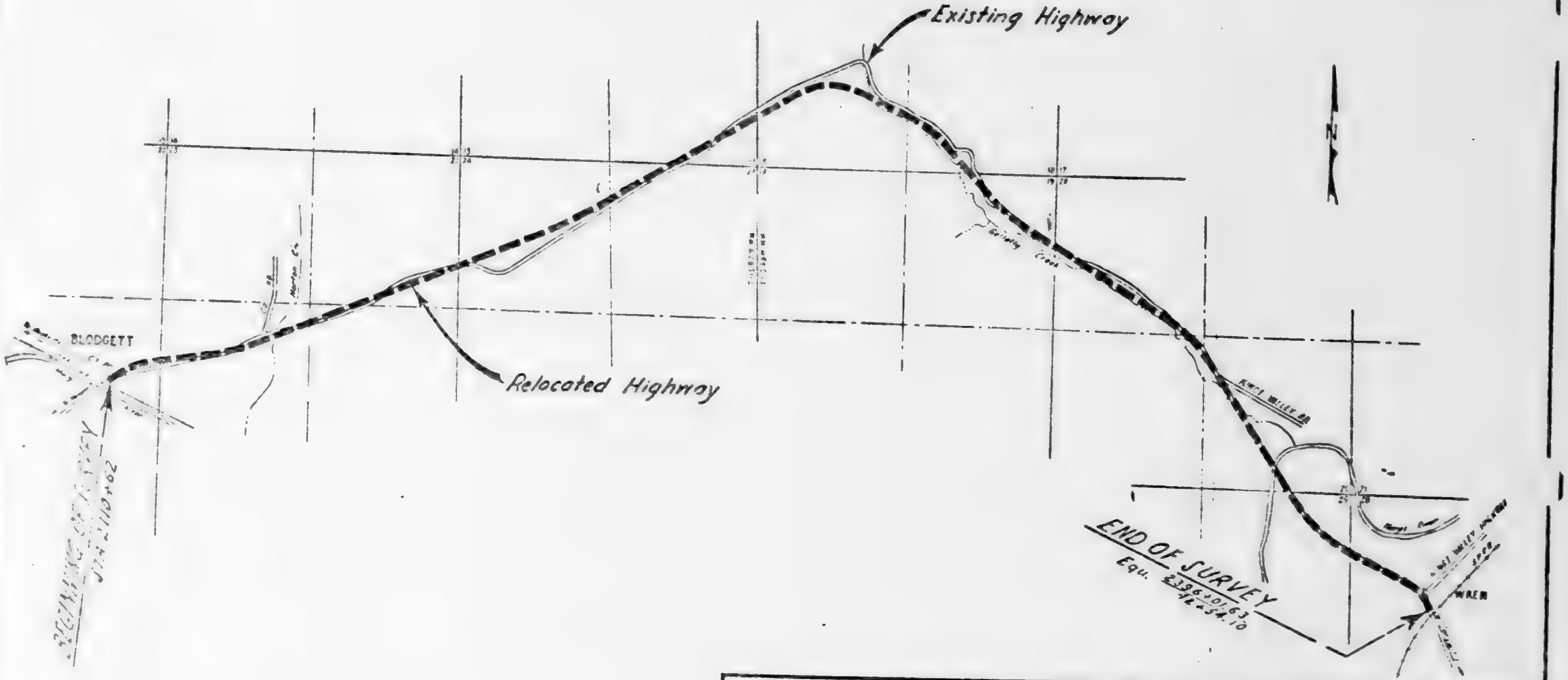
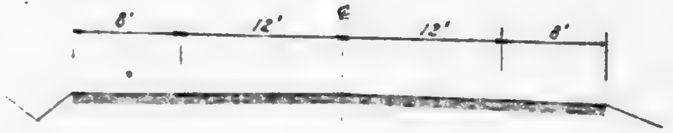
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ______________________

DRG. NO. 1R-4-276





TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED FEB 2 8 1967 19

ORIGINAL SIGNED
R. L. FOWLER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

BLODGETT - WREN SEC.

CORVALLIS-NEWPORT HIGHWAY

BENTON COUNTY

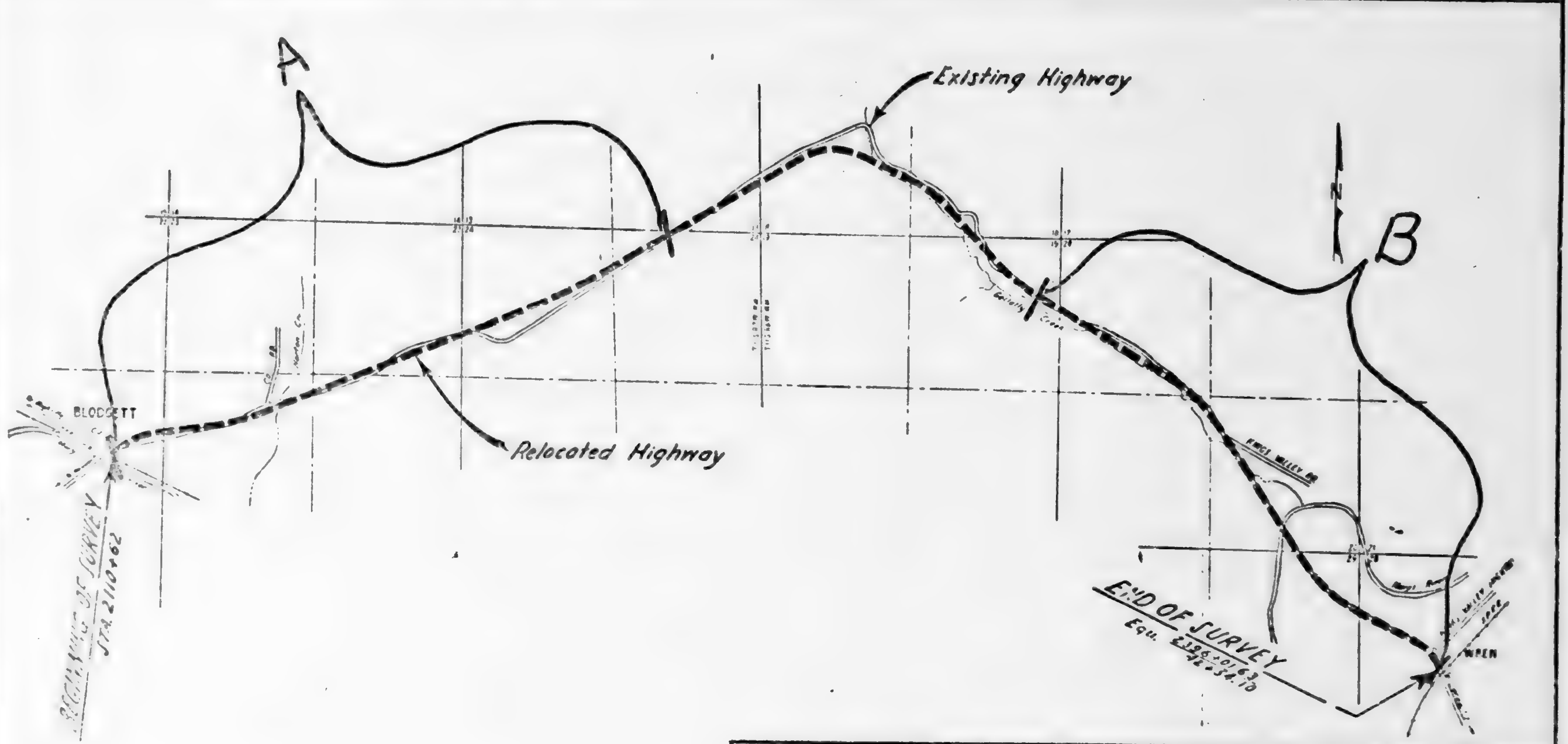
DRG. NO. 1R-4-276

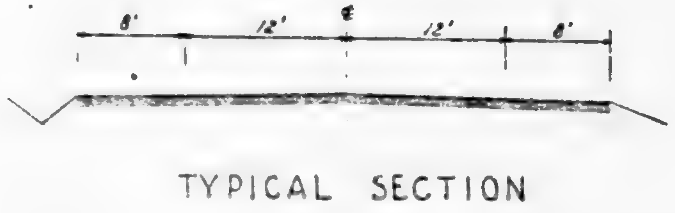
SCALE: 1" = 1700'

DATE February, 1967

FOR DETAILS SEE DRG. NO. 9B-1-8 , 8B-36-2

DRG. NO. 1R-4-276





TYPICAL SECTION

PUBLIC HEARING	None Required
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED FEB 20 1967 19

ORIGINAL SIGNED
R. L. PORTER
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY APPROVAL MAP

BLODGETT - WREN SEC.

CORVALLIS-NEWPORT HIGHWAY
BENTON COUNTY
DRG. NO. 1R-4-276

SCALE: 1" = 1700'
DATE February, 1967
FOR DETAILS SEE DRG. NO. 9B-1-8 , 8B-36-2

MAR 2 - [illegible]

March 1, 1967

Oregon State Highway Commission

Gentlemen:

The survey on the Blodgett-Wren Section of the Corvallis-Newport Highway in Benton County has been completed. An informational hearing was held December 20, 1966 and we received no requests for a formal hearing on this section. The length of this section is 5.41 miles and a map is attached for your information.

The estimated construction cost of this section is $2,000,000 and the estimated right of way cost is $70,000, for a total cost of [illegible]

I recommend your approval of the survey and [illegible] right [illegible]

[illegible] March [illegible]

[illegible]

Forrest [illegible]
State Highway Engineer

By

[illegible] Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query (enc.)
R. L. Porter (enc.)
F. B. Klaboe (enc.)
Victor D. Wolfe (enc.)
F. D. Morgan (enc.)
C. H. Maison
D. H. Moehring (enc.)
R. D. Asburry (enc.)

BG:jr ja

X 80M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. A. W. Kilborn

Re: Location Prospectus
Blodgett-Wren Section
Corvallis-Newport Highway
Benton Highway
YOUR FILE: 322

Gentlemen:

This is in reply to your letter of May 10, 1966 in which you ask for clarification of the material submitted to you with our letter of May 4 concerning the above-captioned project and the vicinity map and profile of the overcrossing of the railroad at Wren.

I have discussed this with our Chief Locating Engineer and he advises that the Location Prospectus for the Blodgett-Wren Section covers a survey which will terminate at the junction of the Corvallis-Newport Highway and the Kings Valley Highway, M.P. 45.53. This project has not yet been placed on our schedule of contract lettings.

The vicinity map and profile, Drawing No. 21778, covers the Wren Overcrossing Section, a proposed widening of the overcrossing of your tracks near Wren at our M.P. 45.69. At this time we propose to open bids for this section on September 1, 1966.

Additional information on both of these projects will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Southern Pacific Company - San Francisco

F. B. Klaboe (w/copy of SP letter)
I. D. Merchant " "
R. D. Asburry " "

(4)

B-3060

Southern Pacific Company

A. W. KIL[illegible]RN
SUP[illegible]NDENT
B. W. BI[illegible]
ASSISTANT SUPERINTENDENT
J. W. FER[illegible]ON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

V. R. RUSSELL
ASSISTANT SUPERINTENDENT

322

May 10, 1966

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Your letter May 4th regarding vicinity map and location prospectus of Wrens overcrossing of Corvallis-Newport Highway in Benton County.

The location prospectus states that there are no interchanges or railroad crossings. However, your vicinity map and profile cover the overcrossing of Southern Pacific tracks near Wrens.

Please advise which is correct and if there is to be additional work in connection with this existing overpass.

Yours truly,

AW Kilbourn

Routing
Morgan
Sethe[illegible]
Bond
[illegible]
Wh[illegible]
C[illegible]

RECEIVED
[illegible] 1966
CONSTRUCTION
DIVISION

E

8157 Douglas Co Line-Hauser Sec 1975
Oregon Coast Hwy N of Coos Bay
(9 mi. of paving)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 1-25-77	REPORT MADE BY T.P. Lowe, Area Engineer		PROJECT NO. RF-000S(1)
COMPLETION DATE 11-12-75	ACCEPTANCE DATE BY CONTRACT AGENCY —	TIME ELAPSED 100 %	CONTRACT TIME 175
APPROVED EXTENSIONS --	LOCATION Oregon Coast Hwy. between Hauser and Douglas County Line.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DOUGLAS CO. LINE-HAUSER SECTION
OREGON COAST HIGHWAY
Paving

This project involved overlaying the existing bituminous pavement with minor shoulder and guardrail restoration.

Appropriate penalties have been assessed for non-specification but suitable base rock and asphaltic concrete.

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1-27-77	TITLE District Engineer	DATE 1-28-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 8157

RCS HNG-30-02

STATEMENT OF MAT[illegible] ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

Oregon

Coos

RF 00S(1)

x

6201

May 9, 1975

741,367

November 12, 1975

8.99

0

8,226 75,076

480,589

15 860

102,127

852

28,750

7,984

438,460

18 28

24 20

6,513

67

3,361

400

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR-47

GENERAL REQUIREMENTS

[illegible]

original [illegible]

Part A — INFORMATION [illegible] ROAD ADMINISTRATION [illegible] (FEDERAL-AID [illegible] SEC [illegible]

Total [illegible]

Length of Project [illegible]

Part B — INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items

[illegible] Aggregates [illegible]

[illegible] thousand board feet [illegible]

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER

PROJECT REPORT NUMBER

MODIFICATION NUMBER
3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Coos

Project Number
RF-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 1975 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 812,214	$ 812,214
Federal funds	$ 635,070	$ 696,879
Other revisions		

This modification is made for the following reasons: To increase Federal Aid Pro Rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $115,335.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: Green
Division Administrator

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon, October 6, 1976

Federal Aid Project
No. RF-000S(1)
Safety

Douglas County Line - Hauser Section
Oregon Coast Highway In Coos County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 220.58 to M.P. 229.57)

Total same as previous estimate of April 5, 1975		$ 812,214.00
Length of Project	8.99 miles	
Cost of Roadway per mile	$90,346.38	
*Federal Funds		$ 696,879.00
State Funds		115,335.00
TOTAL		$ 812,214.00

Group 1-100%

Contract No. 8157

Prefix 6-1027

*Increase Federal Aid Pro Rata to 85.80%

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER 5-143	
PROJECT REPORT NUMBER	
MODIFICATION NUMBER 2	

U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE COPY

Form Approved; O M B No. 04-R2089

State
Oregon

County
Coos

Project Number
RF-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 812,214	$ 812,214
Federal funds	$ 635,070	$ 812,214
Other revisions		

This modification is made for the following reasons:

The Project Agreement executed April 29, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 177,144."

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

8-7

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4-59
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon
County Coos
Project Number RF-000S(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 779,632	$ 812,214
Federal funds	$ 609,594	$ 635,070
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of April, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By EJ Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

GPO 895-313

✓

Oregon State Highway Division
Salem, Oregon, April 5, 1976

Federal-Aid Project
No. RF-000S(1) Safety

Douglas County Line-Hauser Section
Oregon Coast Hwy. in Coos County

Revised Project Agreement Estimate.

Type Code 6201
Roadway (M.P. 220.58 to M.P. 229.57)

Subtotal on Previous Estimate of April 24, 1975				$686,901.25
Additional Approved Items				
PA 1 Asphaltic Concrete Drainage Curbs	3,934	lin.ft.	1.23	$ 4,838.82
PA 1 Extra for A.C. Curb Outlets	4	only	50.00	200.00
PA 2 Reflective Pavement Markers	379	only	3.15	1,193.85
PA 6 Install and Realign Guardrail	6,063	lin.ft.	3.74	22,675.62
PA 6 Furnish Used Guardrail Posts	31	only	9.78	303.18
PA 6 Install Guardrail	3,364	lin.ft.	2.01	6,761.64
PA 6 Furnish and Install Used Guard Rail Posts	3	only	2.07	62.10
PA 6 Remove Existing Guardrail	450	lin.ft.	0.75	337.50
PA 6 Strip Guardrail	9,096	lin.ft.	1.27	11,551.92
PA 6 Flagmen	219	hours	13.25	2,901.75
SFO 2 Permanent Striping	All	Required		649.00
				$ 51,475.38
	Subtotal			$738,376.63
	Engineering			73,837.37
	Total			$812,214.00

Length of Project - - - - - - - - - - - - 8.99 Miles

Cost of Roadway Per Mile - - - - - - - - $90,346.38

Federal Funds	$635,070.00
State Funds	177,144.00
Total	$812,214.00

Group 1	100%
Contract No.	8157
Prefix	6-1027

K

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Coos PROJECT NO. RF-000S(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101, Douglas Co. Line South 9.0 mile

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-19-75	8.99
OTHER *(Specify)*		

FUNDS Pro-rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 779,632	FEDERAL FUNDS $ 609,594

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ________

____
(Title)

By ________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Engineer)*

Date executed by Division Engineer ________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Form PR-2 (Rev. 9-74)

Oregon State Highway Division

Federal-aid Project
No. RF-000S(1) Safety

DOUGLAS COUNTY LINE-HAUSER SECTION

OREGON COAST HIGHWAY IN COOS COUNTY

Salem, Oregon, April 24, 1975

Project Agreement Estimate

Type Code 6201
Roadway (Mile Point 220.58 to Mile Point 229.57)

Furnishing Field Laboratory	1 only	1,900.00	$ 1,900.00
Mobilization	All Required		13,533.00
Temporary Protection and Direction of Traffic	All Required		3,818.00
Temporary Signs	635 sq.ft.	3.60	2,286.00
Flagmen	800 hours	13.25	10,600.00
Pilot Car	250 hours	21.00	5,250.00
Clearing and Grubbing	All Required		4,064.00
Removal of Structures and Obstructions	All Required		893.00
Embankment in Place	3,800 cu.yds.	5.00	19,000.00
Watering	125 M-gals.	12.60	1,575.00
Structure Excavation	150 cu.yds.	4.20	630.00
1" - 0 Aggregate Base	6,400 ton	4.83	30,912.00
Class "C" Asphalt Concrete Mixture in Leveling and Base Course	11,500 ton	10.85	124,775.00
Class "C" Modified Asphalt Mixture	17,000 ton	10.50	178,500.00
Asphalt Cement in Mixture	1,940 ton	85.00	164,900.00
Portland Cement Additive in Class "C" Modified Mixture	170 ton	110.00	18,700.00
Asphalt in Tack Coat	60 ton	115.00	6,900.00
Structural Concrete, Class 3300 - 1-1/2"	66 cu.yds.	282.00	18,612.00
Reinforcement	6,100 lbs.	0.45	2,745.00
15-inch Culvert Pipe	950 lin.ft.	18.90	17,955.00
18-inch Culvert Pipe	28 lin.ft.	26.25	735.00
24-inch Culvert Pipe	20 lin.ft.	31.50	630.00
Guard Rail, Type 2	1,575 lin.ft.	7.15	11,261.25
Guard Rail, Type 2A	1,700 lin.ft.	10.50	17,850.00
Guard Rail, Type 3	200 lin.ft.	20.48	4,096.00
Guard Rail Anchors, Type 1	31 only	315.00	9,765.00
Guard Rail Anchors, Type 2	12 only	263.00	3,156.00
Extra for Guard Rail Bridge Connections	4 only	342.00	1,368.00
Rail End Pieces, Type "C"	33 only	137.00	4,521.00
Extra for Asphalt Approaches	47 only	65.00	3,055.00
Guide Posts	120 only	16.80	2,016.00
			$686,001.25

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 100.00
On-the-Job Trainee (1 @ $800)(E.W.)	All Required	800.00
		$ 900.00
	Subtotal	$686,901.25
	Engineering	92,730.75
	Total	$779,632.00

Length of Project - - - - - 8.99 Miles
Cost of Roadway Per Mile- - $86,722.13

Work Retained in Program Status

Permanent Signing & Striping	All Required	$ 1,000.00
	Engineering	135.00
	Total	$ 1,135.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$779,632.00	$609,594.00	$170,038.00
Retained in Program	1,135.00	887.00	248.00
Totals	$780,767.00	$610,481.00	$170,286.00

Group 1 - 100%

Contract No. 8157

Prefix No. 6-1027

DOUGLAS CO. LINE-HAUSER SECTION

NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 200.00

8157 1

June 23, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On May 26, 1976, we wrote to you concerning release of final payment on Contract No. 8157 awarded to Johnson Rock Products, Inc., for paving on the Douglas County Line-Hauser Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $3,545.72 and the total contract amount is $735,588.26 including $1,119.89 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn Dick Hacek
A. Shirley

5157

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-000S(1)

STATE PROJECT NO.
Douglas County Line-Hauser

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Coos

ITEM NO.
RF-41

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR

DATE PS&E APPROVED
3-19-75

DATE AUTHORIZATION EFFECTIVE
2-2-76

FEDERAL ROUTE NUMBER
FA Route 2

STATE ROUTE NUMBER
State 9

GENERAL LOCATION:

Throughout the project.

GENERAL DESCRIPTION OF WORK:

Supply used interstate guard rail to be installed by the contractor under Price Agreement #6.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ~~ON AN AGREED UNIT PRICE OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of April 15, 1976 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 3 in the estimated amount of $4,731 - Federal Funds $3,700.

DATE
4-22-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

765 (Rev 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8157

Order No. 3

Section Douglas Co. Line - Hauser

Date March 22, 19

Highway Oregon Coast

F.A.P. No. RF-000S(1)

County Coos

Prefix 6-1027 Account No. 210-05

Description of Work To Be Done:

Supply used interstate guard rail to be installed by the contractor under Price Agreement #6

APPROVED EFFECTIVE DATE 2-2-7
[illegible]
BY G K [illegible]
TITLE Dist. Engineer
DATE 4-26-76
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

78,850 Lbs.	@	$0.06	$4,731.00

Explanation:

Salvaged guardrail members and hardware from the Winchester-Garden Valley project were used on Contr. 8157 in accordance with PA #6.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$780,994.92
Present estimate of project cost, including $ 4,731.00 for work under this order	$803,843.04
Expected under-run / over-run (amount) over	$ 27,848.12
Expected under-run / over-run (per cent) over	3.5%

Space to right of this line is for use of Salem Office

Submitted by: R Blickenstaff
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For Construction Engineer

Approved:

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Douglas County Line Hauser

WEEK ENDING: March 19, 1976

SECTION PREFIX: 8-1054

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Douglas County line - Hauser Sec.

KIND OF WORK: Paving & Guardrail

CONTRACTOR: Johnson Rock Products, Inc.

CONTRACT NUMBER: 8157

FEDERAL AID PROJECT NUMBER: RF-000s(1)

DATE OF CONTRACT: April 21, 1975

DATE WORK STARTED: May 9, 1975

ESTIMATED COMPLETION DATE: Completed

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 175

WORK DAYS USED:

CALENDAR DAYS USED: 175

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 780,994.11

EXCLUSIVE OF ENGINEERING: $ 719,065.81

ENGINEERING AUTHORIZATION: $ 61,929.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 809,053.75

This Week: 205.00

ENGINEERING COST TO DATE: $ 67,495.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104

DATE PROJECT WAS COMPLETED: 11-21-75

ESTIMATED PERCENT ~~OVERRUN UNDERRUN~~ 3.6 %

PERCENT OF AUTHORIZATION: 109 %

P.A.#6 Completed 3-4-76

ESTIMATED PERCENT COMPLETE (ROADWORK) P. A. #6

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Guardrail
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.89	8.99			8.99
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.89	8.99			8.99
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,800	6,400			28,500
TOTAL QUANTITIES CORRECTED TO DATE	2,650	7,984			28,699
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,650	7,984			28,699
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Ret. Walls			
PERCENT	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Fair			
WEDNESDAY	Showers			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 6, 1976

FILE: CON 5 #8157

FROM: John H. Walker
Quality Control Engineer

TO: J. X. Wilson
Regional Construction Engineer

SUBJECT: Pavement Smoothness
Douglas County Line-Hauser Section
Contract No. 8157

On January 22, 1976, along with Ken Berg and L. V. Blickenstaff, I inspected the A.C. pavement on the subject project. This was primarily to check the pavement smoothness.

There had been some planing of the high spots done in a few areas which helped the riding qualities of the roadway, but there were several other areas in both the north and southbound lanes which were considered quite rough. These probably would need patching to correct the roughness.

I would recommend that these areas be checked out with a 10 ft. straightedge to see if they are outside our specifications and if so would take measures to correct them.

This corrective work could be accomplished either by the contractor or by State forces at the contractor's expense as best could be worked out.

JHW:fr

cc: H. S. Coulter
L. V. Blickenstaff

RECEIVED
FEB 6 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 23, 1976

FILE: CON 5 #8157

FROM: C. T. Keasey Keasey
Construction Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

ROSEBURG

SUBJECT: Douglas County Line-Hauser Section
Oregon Coast Highway
Contract No. 8157
Added Rail

The proposed prices for installing 10,000 ft. of used State-owner guard rail, as transmitted by Resident Engineer Blickenstaff's January 15 letter, have been reviewed and are acceptable. This proposed work has also been reviewed with the FHWA Area Engineer and we have tentative approval for participation. The price agreement will have to have formal FHWA approval later.

A $50,000 added P.A. will be 7.3 percent of the original contract amount and earlier amendment type price agreements amount to about 1.1 percent, so a likely 8.4 percent P.A. overrun will not have to go to the new Public Contract Board for exemption. However, we will apparently be close to an authorization overrun that will have to go to the Transportation Commission. Please proceed with the price agreement.

JAB:fr

cc: H. S. Coulter

JAN [illegible]
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
October 9, 1975

FROM: L. E. George
Traffic Engineer

SUBJECT: Construction Signing
Oregon Coast Highway

TO: R. L. Schroeder
Assistant State Highway Engineer

The construction signing on US101 as shown on the sketch by Mr. Blickenstaff, the Resident Engineer, is adequate. The existing signs clearly describe the conditions which the motorist will encounter, and additional signs might result in drivers not bothering to read them. The problem here is not that the signing is inadequate, but that it must be used properly.

On high speed, high volume highways, such as US101, it is critical that the flagman warning signs be installed and used such that they attract the attention of motorists and tell them exactly what they may expect. This may require flags or flashers mounted on the signs. It is also necessary that the signs be placed so that the traffic queue does not extend behind them, and so there is not too much distance between the sign and the end of the line of waiting vehicles. The signs must be immediately removed whenever the flagmen are not directing traffic.

These procedures may require continuous adjustment of signs, which costs time and money. However, this is the only reliable method of reducing the potential for rear-end collisions. It is not reasonable to install warning signs in advance of the project and expect motorists to drive at a reduced speed throughout the entire project in anticipation of possible stoppages.

The Resident Engineer must spend the time necessary to assure that the signing is properly located and installed, and that the walking flagmen remain an appropriate distance in advance of the lines of waiting cars.

L. E. George
Traffic Engineer

TL:rj

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Coquille

[illegible]
[illegible] 1975
TRAFFIC ENGINEERING

DATE Sept. 30, 1975

TO Mr. Alfred Shirley
Regional Engineer
Roseburg

FROM L. V. Blickenstaff
Resident Engineer
Coquille
LVB

SUBJECT Contracts 8154 & 8157
Oregon Coast Highway

As per your telephone request of 9-30-75, I am enclosing a sketch showing the signing and flagmen in place on Aug. 27 and after. The signing and flagmen prior to Aug. 27 was the same except no walking flagmen were used and less than 12 speed signs were spaced throughout the project.

I am also enclosing a sketch which was given the contractor prior to the start of the job showing signing to be used. The OW15-1-48 "Slow" signs with flasher were not installed as per instructions in Mr. Wilson's letter of 4-22-75.

I will add the following comments:

1. A walking flagman undoubtedly helps but we still had rear-end accidents after we started using them.
2. The people responsible for the rear-end accidents invariably said they saw the signing and realized there was construction ahead but glanced away for a few seconds and when they again looked ahead it was too late to avoid hitting the car stopped ahead of them.
3. One of the major problems is the spacing between the stationary flagman and the "Flagman Ahead" sign. If it is too far, the driver becomes inattentive and if it is too short, the traffic stacks up behind the signing. I know that both of these conditions occasionally existed on our jobs and may possibly have been a contributing factor to the 3-car accident of Aug. 25.
4. My observations are that drivers are so reluctant to stop or even to slow down that they will pass all kinds of advance warning at full speed, evidently questioning whether there is actually a hazard ahead and believing that if there is, they will be able to stop in time. They only begin to slow down when they can actually see something blocking their way and by that time it is sometimes too late.

Difficult in a moving operation like paving

[illegible]
R. L. [illegible]

Coquille, Oregon
April 23, 1975

Clear Lake - Coos Co. Line Sec.
Douglas Co. Line - Hauser Sec.
Oregon Coast Highway

Johnson Rock Products, Inc.
P. O. Box 549
North Bend, Ore. 97459

Gentlemen:

I am enclosing a copy of a letter I received today pertaining to "SLOW" signs with flashers. In accordance with this letter, please delete the two OW15-1-48 signs with flashers which I called for on my temporary signing sketch.

I will, however, call your attention to Subsection 111.01 on page 93 of the Standard Specifications which states, in part" The determination of what protective and directional measures are required, in addition to those herein set forth, shall be the responsibility of the contractor, subject to concurrence by the engineer". If you wish to use the "SLOW" signs with flashers under the Bid Item "Temporary Protection and Direction of Traffic" you may do so.

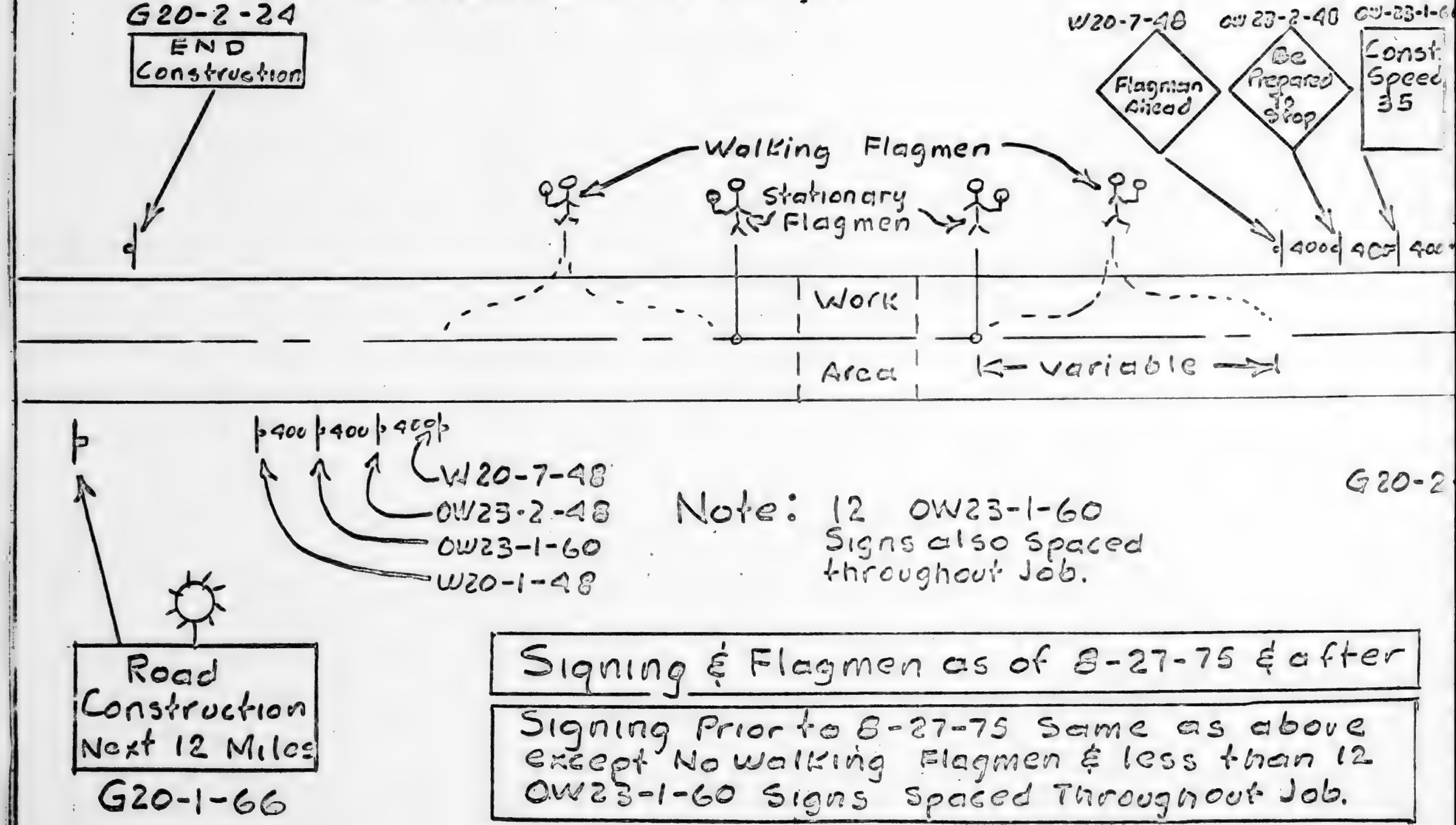
Very truly yours,

L. V. Blickenstaff

L. V. Blickenstaff
Resident Engineer

c/c A. Shirley

Contracts 8154 & 8157



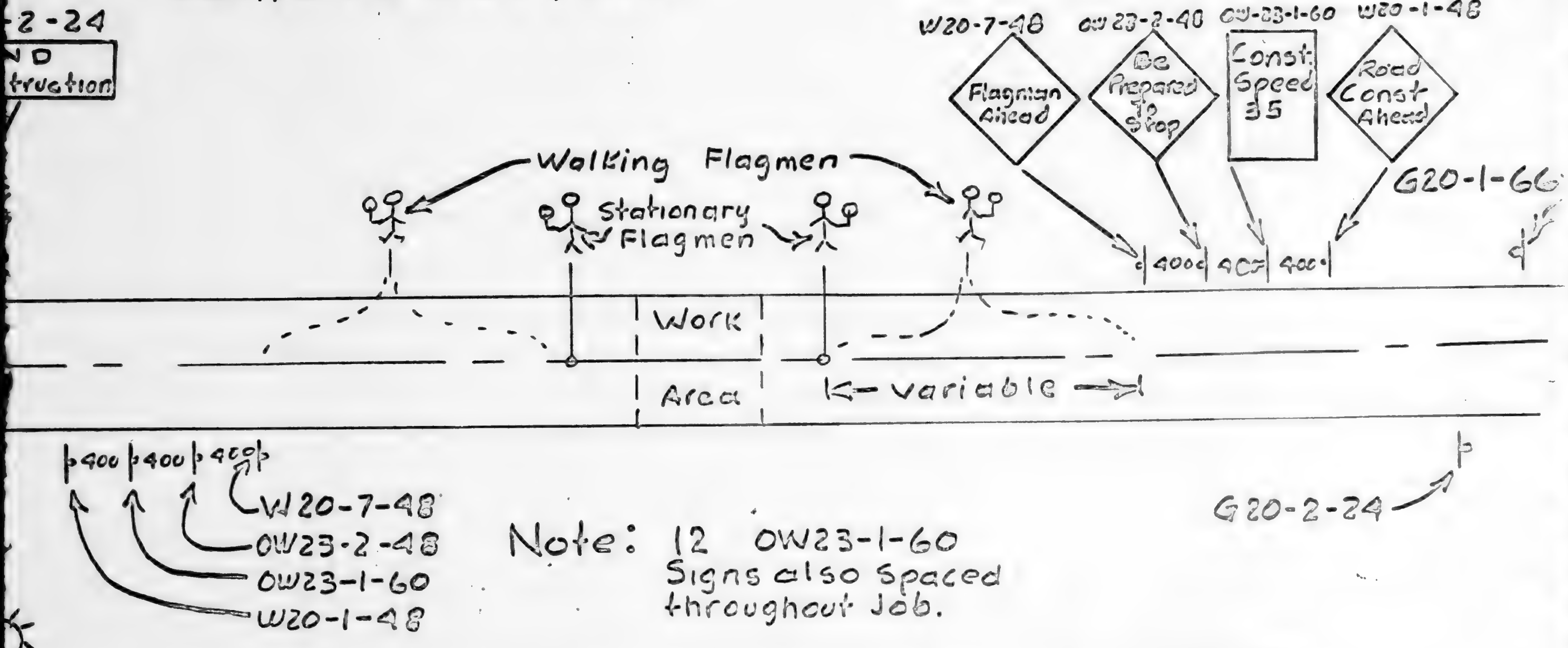
Note: 12 OW23-1-60 Signs also Spaced throughout Job.

Signing & Flagmen as of 8-27-75 & after

Signing Prior to 8-27-75 Same as above except No Walking Flagmen & less than 12 OW23-1-60 Signs Spaced Throughout Job.

J.V. Bliesenbach

Contracts 8154 & 8157



Note: 12 OW23-1-60 Signs also Spaced throughout Job.

d
uction
Miles
-66

Signing & Flagmen as of 8-27-75 & after

Signing Prior to 8-27-75 Same as above except No Walking Flagmen & less than 12 OW23-1-60 Signs Spaced Throughout Job.

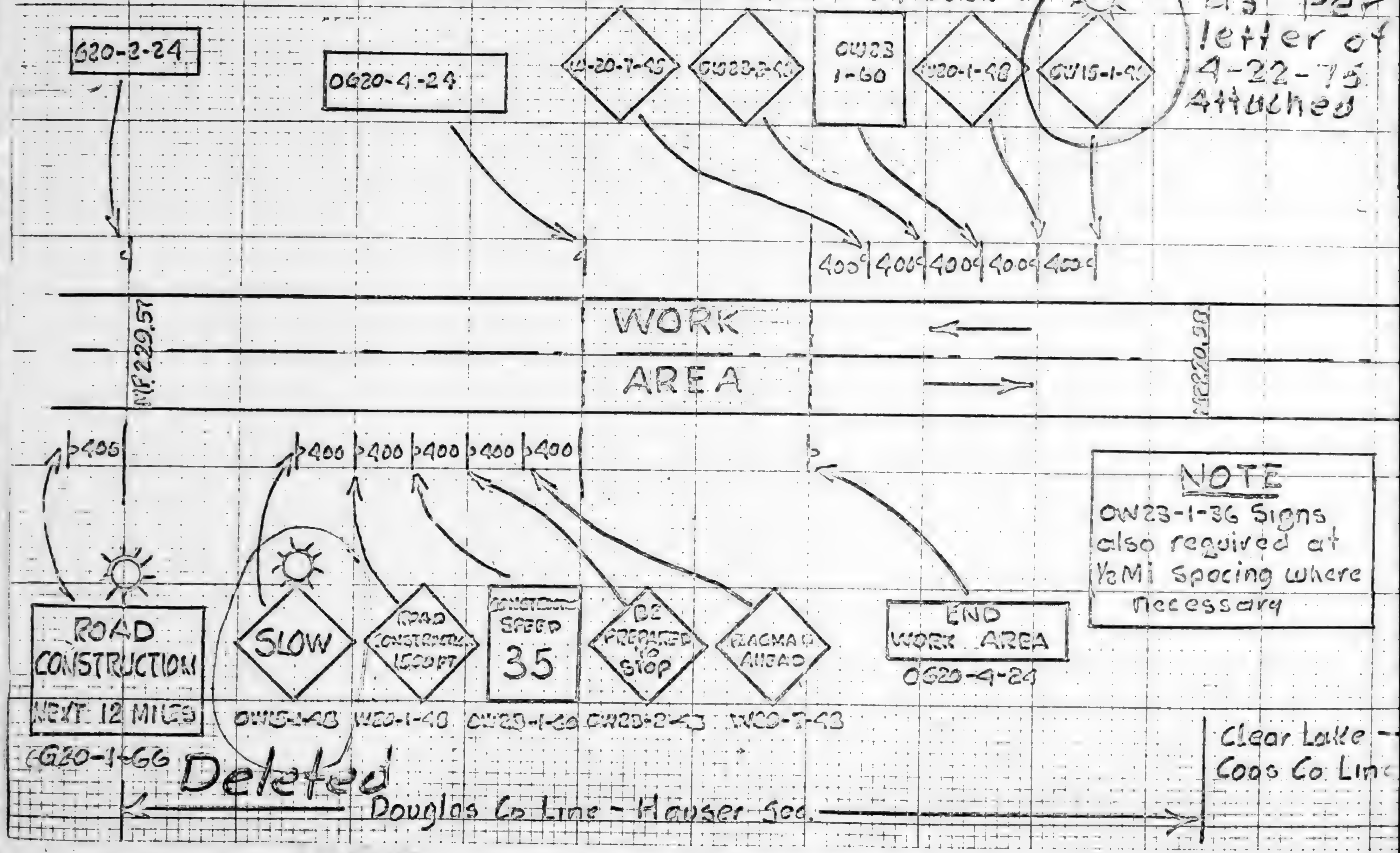
J.V. Bliebenstaff 9-30-75

Contr # 8157

TEMPORARY SIGNING

Contr. #8

Sketch as Given to Contr at Start of Job.



- Deleted as Per letter of 4-22-75 Attached

Deleted

NOTE

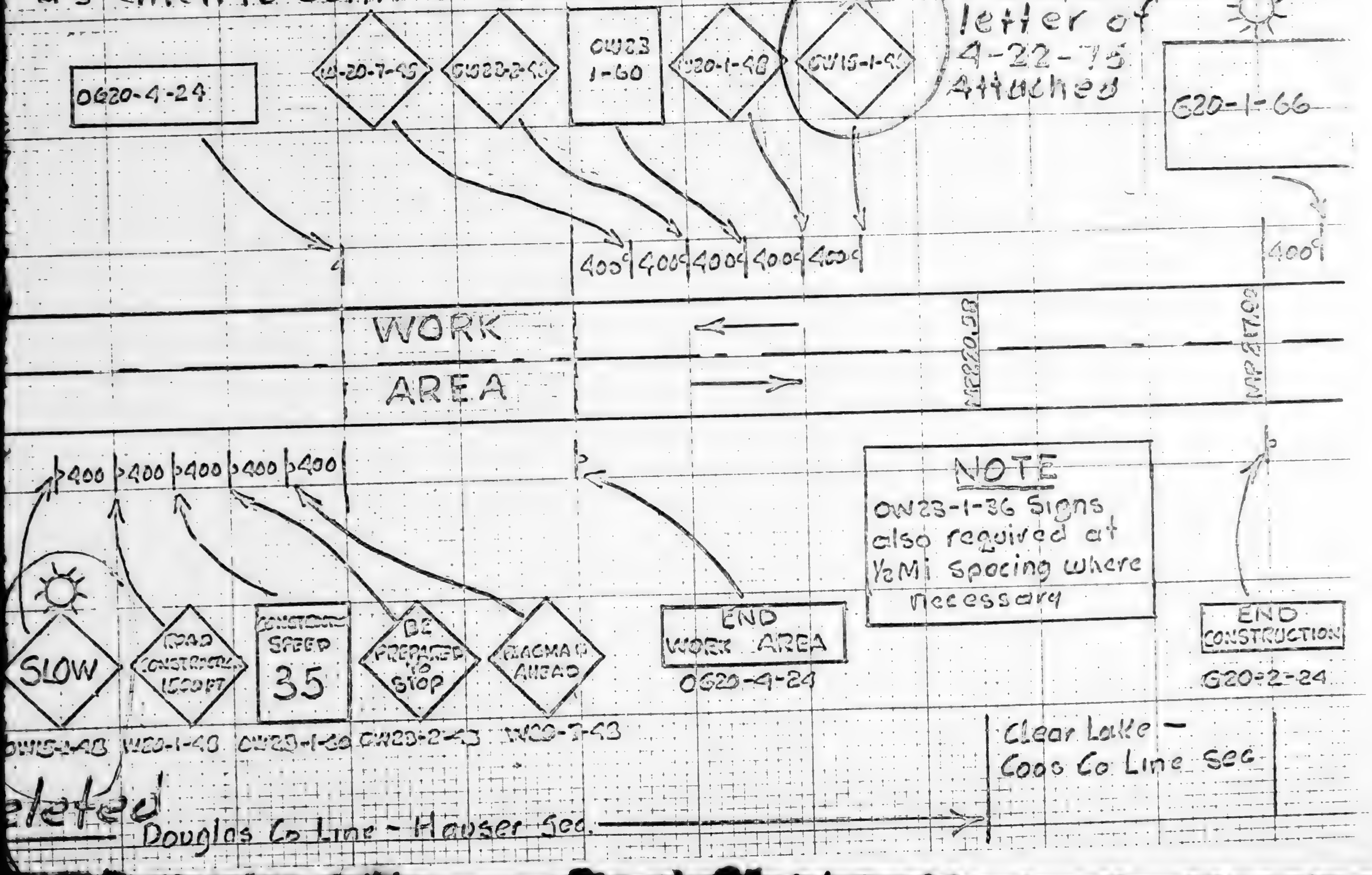
OW23-1-36 Signs also required at ½ Mi Spacing where necessary

157 TEMPORARY SIGNING

Contr. # 8154

as Given to Contr at Start of Job.

- Deleted as Per letter of 4-22-75 Attached



NOTE
OW23-1-36 Signs also required at ½ Mi Spacing where Necessary

Clear Lake - Coos Co Line Sec

eleted

Douglas Co Line - Hauser Sec.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 22, 1975

FILE: PRO 4-3

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Douglas County Line-Hauser Sect.
Oregon Coast Highway
Coos County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 7 : B. E. Brown

APPROVED
ESH
E. S. Hun
Date 4-23-75

4-24-75
ORIGINAL TO
L.W. Rulien
w/att

RECEIVED
APR 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project RF-0005(1)
Douglas County Line-Hauser Section
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien

The subject project assessment submitted with Mr. Rulien's March 11 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
fn G. L. Green

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
APR 17 '75
REFER TO
FOR

4-18-75
Rulien - Please handle.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date 2-28-75

A. PROJECT IDENTIFICATION

Name of Project Douglas Co. Line-Hauser Section (Section) RF-0005(1)

Location of Project Oregon Coast Hwy. (Highway Name) U. S. 101 (Highway No., US - ORE)

north of North Bend (City) Coos (County) III (Region)

Program FA (Funding) $800,000 (Estimated Cost) 6-1301 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To 1) upgrade existing roadbed with an A.C. overlay; 2) channelize the intersection at Hauser; 3) provide safety features, i.e., guardrail flares, friction course, etc., and 4) extend the triple RCBC on North Slough.

Origin and History: Last major reconstruction took place in mid 1950's. This section has been high on the region overlay priority list for the last several years.

C. DESCRIPTION OF PROJECT

Length 8.85 miles

Termini M.P. 220.60 - M.P. 229.45

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) None required

Typical Section 1) Two lane section with shoulders, 2) climbing lane section with shoulders, 3) turning refuges and traffic separators.

Structures Three double RCBC's; Tenmile Cr., SPRR and Front. Rd. Crossing Structure; one triple RCBC with tide gates, to be extended

Characteristics (ADT) (1973) M.P. 219.1 6,000 vehicles
M.P. 222.73 5,700 "
M.P. 229.26 6,800 "

Other General Information (or Supplemental information to items)
Probably use of commercial materials

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Maintain status quo (no-build)
2. Implement overlay and safety work as proposed or with minor modification

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) This is rolling dune and stabilized dune topography with occasional sharper and higher ridges of exposed or thinly covered sandstone and siltstone. Vegetation is diversified and transitional, ranging from its total absence on lobes of active dune through fairly mature sub-climax communities on the more stable topography. Pioneering species are active and prevalent. Plants noted include: Douglas Fir, Sitka Spruce, Hemlock, Cedar, Shore Pine, Oregon Myrtle, Alder, Willow, Madrona, Manzanita, Rhododendron, Waxmyrtle, Huckleberry, bearberry, salmonberry, scotch broom, salal, beach grasses, rushes and sedges.

Drainage is also very variable, having been considerably disrupted by the dunes. The Tenmile Lakes system dominates, including: North and South Tenmile Lakes, Eel Lake, Saunders Lake, the two Clear Lakes, Clear Creek, Eel Creek and Tenmile Creek. North Slough, a variety of lesser dune ponds, and a high water table, [illegible] make drainage complex throughout the section.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) William M. Tugman State Park on Eel Lake (M.P. 221) is the first cultural item of consequence, southbound. The western fringes of Lakeside (pop. 1420) with mobile homes, campgrounds, residences, and roadside commercial activity dominates the area between MP 222-223. Eel Creek Campground (USFS) is found west of the highway around M.P. 222.3. Wildwood Drive, formerly US101 but now the frontage road, runs sub-parallel to US101 and serves most of the residential development. The SPRR crosses under the Tenmile structure (MP 223.2) and runs approximately parallel to US101, but it is well set back. There is further residential and roadside commercial activity around Hauser (M.P. 229+).

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

Consequences:

2. Estimated Changes in Traffic Patterns: No long-term changes except for the improvements at Hauser.

Consequences: Presumed improvement in mobility and safety.

3. Estimated Changes in Land Use: None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Temporary degradation of surface runoff, vegetation in adjacent right-of-way, and water quality in vicinity of box culvert on North Slough.

Consequences: No long-term consequences.

5. Expected Adverse Effects on Cultural and Scenic Resources: None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None, given the scope of the proposed work.

7. Potential for Controversial Issues:

Again, due to the scale of the work, none.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typ written report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

JRT.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment Only

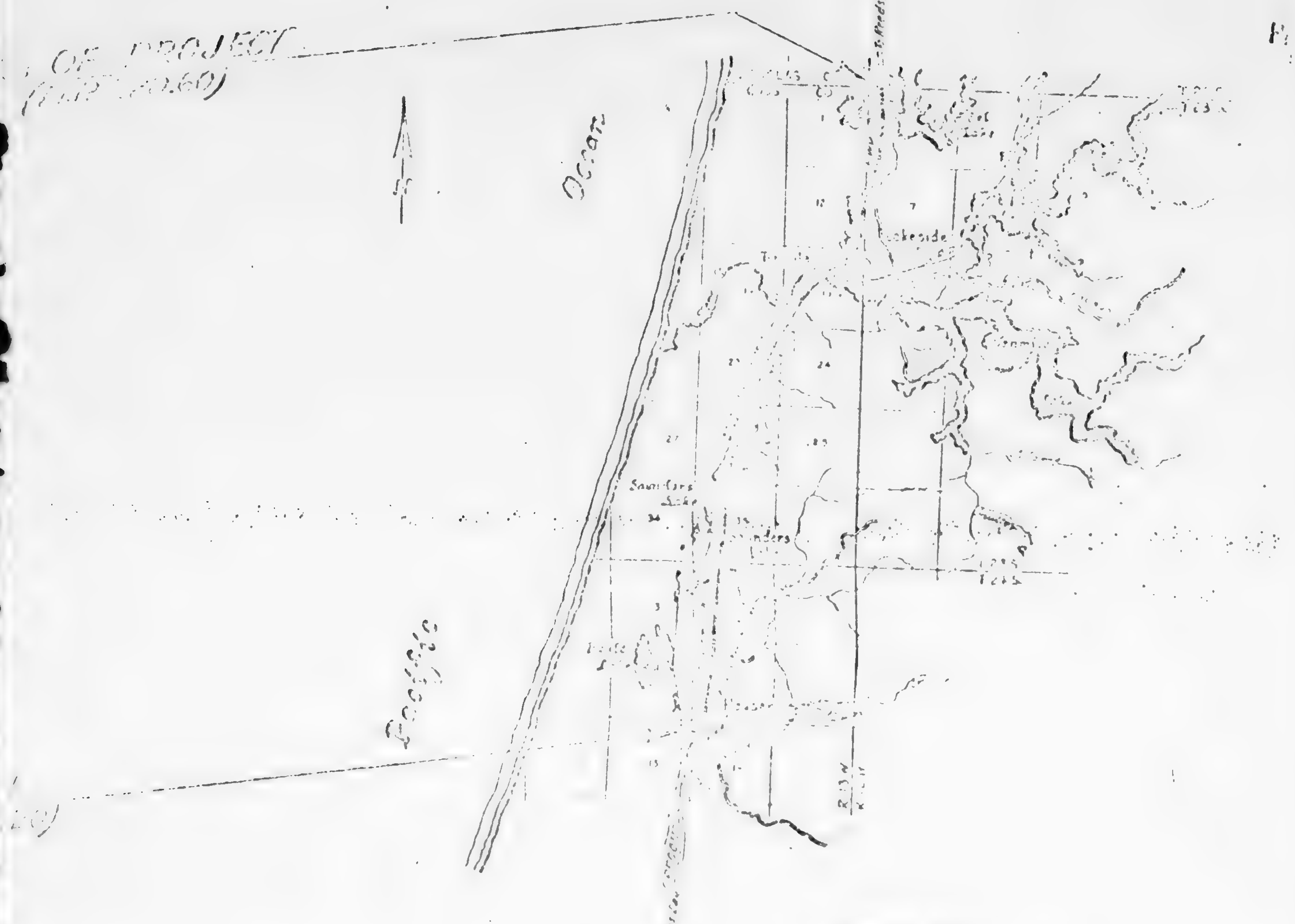
In accordance with Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.

STATE OF OREGON
STATE HIGHWAY DIVISIO

PLANS FOR PROPOSED PROJECT

DOUGLAS COUNTY LINE ~ HA

OREGON COAST HIGHWAY
COOS COUNTY
MARCH, 1975



Sketch Map

Scale 0 1 2 Miles

7157 R

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: RF-000S(1)

STATE PROJECT NO.: DOUGLAS COUNTY LINE - HAUSER SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-41

COUNTY NAME: COOS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 28 '75
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 19, 1975	MARCH 19, 1975	PRIMARY ROUTE 2
		STATE ROUTE NUMBER OREGON COAST HIGHWAY ROUTE 9

GENERAL LOCATION:

APPROXIMATELY 12 MILES NORTH OF COOS BAY, OREGON

3-31-75
ORIGINAL TO
L.W. Rulien
Wyatt.

GENERAL DESCRIPTION OF WORK:

HIGH TYPE PAVEMENT OVERLAY AND RELATED SAFETY WORK

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$100.00
ON THE JOB TRAINING	800.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S MARCH 17, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
[illegible]
OFFICE OF
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-25-75		DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 (REV. 6-63) [illegible]

TRANSACTION NUMBER 3-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-19-75

BY (Signature): MR. RULIEN'S MARCH 12, 1975 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL PRIMARY

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 41 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
41	RF-000S(1)	8.99	870,000	680,200	DOUGLAS COUNTY LINE-HAUSER SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT AND GUARDRAIL.

RECEIVED
MAR 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE [illegible]
MAR 25 '75
REFER TO
[illegible]
FOR
Info Answer R/D O.K. Sign A[illegible]

REMARKS (Division)

BASED ON THE INFORMATION FURNISHED IN MR. RULIEN'S MARCH 12TH LETTER WE CONCUR THAT THE ROADWAY SECTION AS STATED ON THE BACK OF THE PR-1 IS SATISFACTORY FOR THIS PROJECT. WE ALSO CONCUR THAT THIS PROJECT IS A NON MAJOR ACTION AND QUALIFIES FOR THE TIME SAVING PROSEDURES OF PARAGRAPH 7B OF FAPM 6-8-2.1.

3-25-75
ORIGINAL TO
L. W. Rulien

RECOMMENDED

DATE ______ SIGNATURE AND TITLE ______

APPROVED

DATE: 3-19-75

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

457

L

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXXX

March 12, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-000S(1)

We are submitting program data for one project, Item No. 41, Project No. RF-000S(1), Douglas County Line-Hauser Section, which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on April 10, 1975.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in PPM 6-8.2.1.

We also request your concurrence that the roadway section set forth on the back of the PP-1 form is satisfactory for the project as the pavement rehabilitation work will have a substantial safety benefit evident in improved vehicle control.

The preceding request is based on the fact that rapidly spiraling inflation coupled with reduced revenues necessitates examining all of our projects to attempt to keep costs within available funds in order to construct as many miles of needed highway improvements as possible to retain present investment without major reconstruction at this time. To accomplish this goal dictates exceptions to upgrading the project to present day standards, yet provide substantial improvement in safety and traffic service that is acceptable for the life of the project and retain compatibility with adjacent sections of highway.

Encl.
[illegible]

Budget Bureau No. 41-R2067; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1 (REV. 4-61)

3-12-75

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT COD
2	1	US 101, Douglas Co. Line S. 9.0 Mi.		6,200*	11,000	95	10	Oregon	4

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST		EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. N
3	Gr., Dr., HT Pavement, G-Rail					RF-	000S	(1)

CLASS OF FEDERAL FUNDS: Rural Primary

COUNTY NAME: Coos

CODE: 011

NAME OF URBAN AREA:

ROUTE NO.: P

FEDERAL-AID: 2

STATE: 9

U.S.: 101

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					PE		U.S. 101, Douglas Co. Line South 9. mile.						Gr., pave cons lane climb chann Insta revis incid commo of pr
5					ROW								
5					CONST (CODE) (Safety) 6201		"Douglas County Line-Hauser Section"	8.99	870,000	680,200	189,800		ROW Acces None Park None

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			8.99	870,000	680,200	189,800	

PROGRAM APPROVAL DATES

REMARKS

*DHV 770

-OV

USCOM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-12-75

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
US 101, Douglas Co. Line S. 9.0 Mi.		6,200*	11,000	95	10	Oregon	41	073	41

PROJECT NUMBER: PREFIX LETTER(S) RF- NUMBER 000S SEQ. NO. (1)

I. Projects Only: POST MI. DESIG.

OPOSED WORK (35 typewriter ...): T Pavement, G-Rail

NATL. FOREST

EMERG. YR.

PL. AUTHY.

COUNTY NAME: Coos CODE 011

PROGRAM STAGE: ☐ 1 OR ☒ 2

L FUNDS: Rural Primary

ROUTE NO. P FEDERAL-AID 2 STATE 9 U.S. 101

REA

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		U.S. 101, Douglas Co. Line South 9. mile.						Gr., dr. high-type pavement overlay consisting of travel lanes and shoulders, climbing lane and channelizations. Install, modify and revise guardrail and incidental work common to this type of project.
ROW								
CONST (CODE) (Safety) 6201		"Douglas County Line-Hauser Section"	8.99	870,000	680,200	189,800		ROW - 170 ft. min. Access Control - None; Parking restrictions - None.
PROJECT TOTALS			8.99	870,000	680,200	189,800		

PARED BY

REMARKS

OGRAM APPROVAL DATES

*DHV 770

-over-

USCOMM DUSCOMM-DC 48808-P61

DOUGLAS COUNTY LINE - HAUSER SECTION

PROJECT NO. RF-000S(1)

Existing Facilities:

Roadway - - A two-lane bituminous surfaced road with intermittent channelization and a climbing lane provided for northbound traffic on the north .76 miles.

Structure - - Ten mile Creek SPRR O'xing & Lakeside O'xing of Frontage Road, Bridge No. 0949-A, RCDG, Length 420 ft., H.C. 30-ft., H-20 loading.

Adjacent Facilities:

North End - - Two 12-ft. Lanes and 10-ft. climbing lane for northbound traffic with 7-ft. shoulders adjacent to traffic lanes and 4-ft. adjacent to climbing lane.

South End - - Two 12-ft. lanes with 7-ft. shoulders.

Project Data: The work consists of resurfacing with high-type pavement overlay of the existing facility to provide basically two 12-foot lanes with paved shoulders, climbing lane in the north portion and channelization intermittent through-out the project. Installation, modification and revision of guardrail and incidental work common to this type of project will be accomplished.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project not req
an environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesavin
cedures" set forth in FHPM 6-8-2-1.

Public Hearings - - Not required under the provisions of
7-7-5, par. 6c.

Location/Design - - Not a factor in the development of th
project.

Note: This project is in Congressional District No. 4.

Unusual Circumstances: Although this work is in project
FAP-128 (North of Lakeside Rd.) and FAP 141 (South of Lak
Rd.) we used prefix 000S in accordance with provisions s
FHPM 6-8-2-1, par. 7c(3).

DOUGLAS COUNTY LINE - HAUSER SECTION

PROJECT NO. RF-000S(1)

lities:

way - - A two-lane bituminous surfaced road with intermittent
nelization and a climbing lane provided for northbound traffic
he north .76 miles.

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tage Road, Bridge No. 0949-A, RCDG, Length 420 ft., H.C.
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thbound traffic with 7-ft. shoulders adjacent to traffic lanes
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: The work consists of resurfacing with high-type pavement
he existing facility to provide basically two 12-foot lanes
houlders, climbing lane in the north portion and channelization
through-out the project. Installation, modification and revision
and incidental work common to this type of project will be

, Airports, Railroads, Water Developments, Historical and Recreational
involved.

equirements: Exempt from State Clearinghouse and District 6 Clearing-
eview under working agreements dated April 28, 1970 and May 28, 1971,

ortation Planning (PPM 50-9): Not applicable.

FHPM 7-7-2 Requirements: Nonmajor action project not requiring an environmental statement.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2-1.

Public Hearings - - Not required under the provisions of FHPM 7-7-5, par. 6c.

Location/Design - - Not a factor in the development of this project.

Note: This project is in Congressional District No. 4.

Unusual Circumstances: Although this work is in project nos. FAP-128 (North of Lakeside Rd.) and FAP 141 (South of Lakeside Rd.) we used prefix 000S in accordance with provisions stated in FHPM 6-8-2-1, par. 7c(3).

9

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Coquille

DATE February 7, 1975

TO Mr. Fred Eriksen
Design Team Supervisor
Salem

FROM L. V. Blickenstaff
Resident Engineer
Coquille

SUBJECT Douglas Co. Line-Hauser Sec.
Oregon Coast Highway
Coos Co. 6-1301

Attached is the additional data on the guard rail, culvert pipes, grading and clearing which you requested.

Some of the culvert pipes were OK as is and needed no extension. A better estimate of the grading is that we will need approx. 3,500 Cy. of embankment in place for the climbing lane. A small amount of the embankment material will necessarily come from from some small cuts which have to be widened slightly (probably less than 500 Cy.) and the rest from a roadside borrow within the R/W Lt. of M. P. 228.55. Any fill material required for guard rail work could also come from this source.

On the guard rail list you will note that some of the extensions consist entirely of flared ends, some a short run with a flared end and some connect two existing runs and of course require no flares. We have indicated which extensions require drainage pipes and have included a sheet showing a typical installation.

I hope we are including everything you need but if not, let us know.

c/c [illegible]. Shirley

REFERRED TO
Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Coquille

DATE February 7, 1975

TO
Mr. Fred Eriksen
Design Team Supervisor
Salem

FROM
L. V. Blickenstaff
Resident Engineer
Coquille L.V.B.

SUBJECT
Douglas Co. Line-Hauser Sec.
Oregon Coast Highway
Coos Co. 6-1301

Attached is the additional data on the guard rail, culvert pipes, grading and clearing which you requested.

Some of the culvert pipes were OK as is and needed no extension. A better estimate of the grading is that we will need Approx. 2,500 Cy. of embankment in place for the climbing lane. A small amount of the embankment material will nedessarily come from from some small cuts which have to be widened slightly (probably less than 500 Cy.) and the rest from a roadside borrow within the R/W Lt. of M. P. 228.55. Any fill material required for guard rail work could also come from this source.

On the guard rail list you will note that some of the extensions consist entirely of flared ends, some a short rum with a flared end and some connect two existing runs and of course require no flares. We have indicated which extensions require drainage pipes and have included a sheet showing a typical installation.

I hope we are including everything you need but if not, let us know.

c/c A. Shirley

Douglas Co. Line - Houser

L.V.B. 2-7-75

Embankment in place		2,500 cy.
Clearing & Grubbing	Lump Sum	$ 3,000.00

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille

DATE Jan. 15, 1975

TO
A. Shirley
Regional Engineer
Roseburg

FROM
L. V. Blickenstaff
Resident Engineer
Coquille
L.V.B.

SUBJECT
Douglas Co. Line-Hauser Sec.
Oregon Coast Highway

Herewith an estimate of quantities on the subject section for a passing lane and safety items as follows:

Asphaltic Concrete	1917 tons	+ 10%	= 2,100 tons
Base Rock	1575 Cy.	+ 10%	= 1,730 Cy.
Watering	39 M Gal.	+ 10%	= 50 M Gal.
Guide Posts	Call		100 Ea.
Extend existing Guard Rail	1312.5 Lin Ft.	+ 10%	= 1,440 Lf.
Install New Guard Rail	300 " "	+ 10%	= 330 Lf.
Replace damaged rails	350 " "	+ 10%	= 385 Lf.
Bridge Connection	1 ea.		1 Ea.

There will be considerable work required to prepare the passing lane section for surfacing and paving. This will include considerable clearing of brush and some trees, extending some pipes and placing a guesstimated quantity of 5,000 to 7,500 Cy. fill Matl.

c/c Bill Brown

RECEIVED

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Douglas County Line - Hauser Sec -
Guide Posts

255 Needed
258 Existing

However add 100 guide
posts to Correct Spacing

SP*52586-734

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Douglas County Line - Hauser Sec.

16' Rd App **Driveways**

M P	App Lt	App Rt
221.5	1	
221.55	1	
221.6	1	
221.65	1	
221.65	1	
221.70	1	1
221.80	1	
222.10		1
222.15	1	
223.60	1	
224.10		1
224.15		
224.65		
226.72		
226.80	1	
226.85	1	
227.60		
228.10		
[illegible]		
Total	14	3

SP*52586-734

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Douglas County Line - Hauser Sec.

32' Rd App

Commercial & Road. Conn.

M.P.	App Lt	App Rt
221.3	1	1
221.75	1	
221.76	1	
221.78	1	
221.95	1	
221.99	1	
222.0	1	1
222.30		1
222.75	1	
224.25		1
224.30		1
224.76	1	
[illegible]	1	1
[illegible]		
[illegible]		
[illegible]		
[illegible]		
[illegible]		
[illegible]		
Total	[illegible]	[illegible]

SP*52586-734

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Douglas County Line – Winston Sec.

Guard Rail

M.P.	Length	
220.8	200.0	Extend G.R. North on the Rt. Side
221.05	100.0	Extend G.R. North on the Rt. Side
221.80	200.0	Extend G.R. North on the Rt. Side
221.82	[illegible]	Extend G.R. North on the Lt. Side
223.50	[illegible]	Extend G.R. (Bridge Con.) South on the Lt. Side
[illegible]	[illegible]	[illegible]
226.58	75.0	Extend G.R. South on the Lt. Side
[illegible]	50.0	Extend G.R. North on the Rt. Side
* [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Total	[illegible]	

Replace damaged Rail - 350 Lin ft.

* New Run

SP*52586-734

8158 Jacksonville Medford Highway 1978
Sec of the Jacksonville Hwy
(Grading and paving (widening))

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
H. S. COULTER

May 13, 1976

Tru-Mix Construction Company
P.O. Box 1708
1111 East Vilas Road
Medford, OR 97501

Re: Jacksonville-Medford Bikeway
Contract No. 8158

Gentlemen:

I hope the concern expressed in your April 15 letter about timing of final payment was resolved soon thereafter as the final estimate in amount of $4,801.20 was released for machine processing on April 14. The final voucher was apparently sent to you about May 4 and included $111.20 as interest payment added.

The final estimate amount was made up of the last $1,200 retainage release plus $1,501.20 on the P.A. 5 claim settlement and $2,100 return of time liquidated damages.

Admittedly there was some delay in releasing a final estimate and a contributing factor was the consideration of a possible A.C. penalty. When the facts related to this were all secured and reviewed, the decision was reached to not assess the penalty. This, of course, resulted in some additional financial benefit to you.

If you have any further question, I or the Region 3 office would be available to discuss it with you.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration
Engineer

JAB:fr

cc: H. S. Coulter
Alfred Shirley, Jr.

Form 81-734 3122

TRU-MIX
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 1708
1111 East Vilas Road
Medford, Oregon 97501

April 15, 1976

Mr. [illegible] Coulter,
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
[illegible] COULTER

[illegible]: Jacksonville-Medford Highway,
Contract No. 8158

Dear Sir:

The purpose of this letter is to express our concern over the unreasonable delay in receiving our final payment for the subject project.

Work on the project was [illegible] October [illegible], 1975. On January [illegible], 1976 a meeting was held in Medford with officials of our company and Bill Laude, Region [illegible] Engineer, and J.X. [illegible], [illegible] Construction Engineer, representing the Oregon State Highway Division. At that time, all claims were resolved [illegible]. Upon receipt of [illegible] At the meeting, it was estimated [illegible] required [illegible].

On March 10, we received [illegible] No. [illegible]

[illegible]

[illegible]

[illegible]

TRU-MIX
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 1708
1111 East Vilas Road
Medford, Oregon 97501

April 15, 1976

Mr. [illegible] Coulter,
Assistant State Highway Engineer
Oregon State Highway Division

REFERENCE: Jacksonville-Medford Highway,
Contract No. 8152

Page 2

On December 10, the last certified payroll was submitted. At that time, in our opinion, we complied fully with the provisions of Section 105.18. We feel we are entitled to interest on all amounts owed beginning on January [illegible], 1976. This includes the amount withheld as liquidated damages.

We would appreciate your prompt attention to this matter.

Very truly yours,

TRU-MIX CONSTRUCTION COMPANY

Robert E. Vaughn

Robert E. Vaughn, P.E.

REV:hs

May 5, 1976

Rathbone, King [illegible] Seeley
1 [illegible] Columbia
Portland, [illegible] 97201

Gentlemen:

On April 14, 1976, we wrote to you concerning release of final payment on Contract No. 115[illegible] awarded to Tru-Mix Construction Co., for work on the Jacksonville-Medford Bikeway on the Jacksonville Highway in Jackson County.

Final payment on this contract is $4,[illegible]1.2[illegible] and the total contract amount is $102,941.[illegible]. The work was performed under force account.

Very truly yours,

C. V. Head
COMMISSION SERVICES

sr

cc **Tru-Mix Construction Co.**
1111 E. Vilas Rd.
Medford, OR 97501

Fred Gatter Insurance
P. O. Box 491
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

April 5, 1976

Tru-Mix Construction Company
Post Office Box 1708
1111 East Vilas Road
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8158 for work on the Medford-Jacksonville Bikeway on the Jacksonville Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 21 days is granted, which deletes all liquidated damages. This is because of added work covered by price agreements. We understand that all claims are now resolved.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 1, 1976

FILE: CON 5 #8158

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Medford-Jacksonville Bikeway
Contract No. 8158
Request for Time Extension

Tru-Mix Construction Company has formally requested a 35-1/2 day time extension based on some 13 separate reasons, mostly related to alleged added work, including two price agreements. Some pertinent dates are:

Bids opened, April 10, 1975 (contract amount $122,611)
Contract sent, April 29
Work started, April 28; day count started, May 10 (125 calendar workdays allowed)
Original contract work complete (except for clean-up), September 26 with 132 days counted
Stop work period, September 26 to October 7. Resume work on P.A. 2 and clean-up intermittently
Job completed, October 22, 146 days counted equals 21 days liquidated damages at $100 per day

There is obvious justification for 6 days time extension just for a late price agreement (No. 2) which added significant drainage work after the original contract package was virtually completed. This P.A. 2 work was done after October 7 when the contract time was resumed. The contractor was then slow in accomplishing some clean-up items. The time liquidated damages on the project got intermingled with a claim which the contractor made for over $2,600 for importing granular material to build up shoulders, (the scratch grading work did not balance out) and removal of some existing A.C. These were ultimately resolved by Price Agreement No. 5 in the amount of $1,501 and a region commitment to recommend a complete time extension.

Engineering on the project is overrun a little over 10 percent by now. After allowance for P.A. 2 there would be 15 days liquidated damages left to account for. Several days of this is the last time counted when there was no clean-up activity. The worst fact against the contractor's position which no one has emphasized is that he moved off the project for 20 days of prime time from August 19 to September 8.

Work covered by the claim settlement P.A. 5 would in itself justify several days along with an earlier P.A. 1 for some additional riprap. I would therefore concur that it is in the State's best interest at this point to dispose of the entire matter with a complete time extension, most of which is justified by actual work.

This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 2, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 160.5 days, within which to complete our Contract No. 8158, without the assessment of liquidated damages. The said contract is described as follows:

Jacksonville-Medford Bikeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached copy of our letter of October 31, 1975

Respectfully submitted,

TRU-MIX CONSTRUCTION COMPANY
Contractor

By Robert E. Vaughn
Robert E. Vaughn, P.E.

CONSENT OF SURETY

Date December 3, 1975

We, Peerless Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard C. Hansen
Richard C. Hansen
Attorney-in-fact

(SEAL)

Fred Gatter Insurance Medford, Oregon
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8158 Contractor Tru-Mix Const. Co.

Highway Jacksonville

Section Jacksonville-Medford Bikeway

Kind of Work Shoulder widening to construct bikeway

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

See attached copy of our letter dated Nov. 17, 19[illegible]

Recommend complete time extension of 21 days because of added work, particularly on Price Agreements 1, 2 and 5.

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	81[illegible]
Project designation (State-Federal)	State
Date awarded	April 17, 19[illegible]
Work started	April [illegible], 19[illegible]
Per cent completed (Date)	1[illegible] Nov. [illegible]1, [illegible]
No. of Workdays Allowed	1[illegible]5
No. of Workdays Used	1[illegible]
No. of Added Workdays Requested	[illegible]5

SP*67865-734

Telephone 779-6304
P.O. Box 1706
1111 East Vilas Road
Medford, Oregon 97501

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

SUBJECT: [illegible]-Medford Highway
Contract No. [illegible]

Dear Sir:

A time extension on the subject project is hereby requested for the following items:

ITEM	NO. OF DAYS REQUESTED
Price Agreement No. 1 - Riprap.	2
Removal of existing A.C. pavement.	2
Edge of roadway - misc. locations.	
Street crossing at Blackstone Alley.	
Disposing of this material as riprap.	
Import fill material to construct unpaved driveways.	2
Import fill material to build up shoulders to receive new pavement.	2
Import fill material to backfill edge of new pavement.	2
Remove [illegible] and add driveways in front of [illegible] and antique store in Jacksonville.	3
Add another driveway at Pioneer Village after others were already constructed.	1
Additional [illegible] necessary at headwall [illegible] and remove material excavated.	[illegible]
Delay [illegible] and utility interference near [illegible]	1
[illegible] as written.	5
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible] days requested.	[illegible]

TRU-MIX
CONSTRUCTION COMPANY

Telephone 779-6304
P.O. Box 1708
1111 East Vilas Road
Medford, Oregon 97501

Your prompt attention to this matter would be appreciated.

Yours truly,

TRU-MIX CONSTRUCTION CO.

Robert E. Vaughn

Robert E. Vaughn, P.E.

REV:km

Medford, Ore. 97501

Nov. 17, 1975

R. Shirley Jr.
Region Engineer

M. H. Tadie
Res. Engr.

Medford-Jacksonville Bikeway
Contract No. 8158

Attached is a copy of letter dated Oct.31, 1975 from Tru-Mix Const. Co. requesting additional Calander Workdays for subject project. I do not agree with their total request and hereby submit a recomended amount of days for time extension.

[illegible]	No. of Days recomended
Price Agreement No. 1 Rip Rap	2
Removal of existing A.C. Pavement misc. locations	2
Import fill material for driveways	1
Remove and replace A.C. ditch and add driveways at Gary West Meats, the Antique Store and add one driveway at Pioneer Village.	2
Additional backfill at Headwall Sta. 555+50	[illegible]
Price Agreement No. 2 as written	[illegible]
Total Extension recomended	12½ days

Those items I do not agree with and the reason is as follows:

The 2 days for removal of existing A.C. in misc. locations is agreed on however this A.C. Pavement was not disposed of as Rip Rap.
The fill material brought in for driveways was only about 40 C.Y. and 1 day is adequate to haul and place that amount.
The 2 days Tru-Mix requests for importing fill mat'l. to build up the shoulders to recieve new pavement should be denied because that work is included in the shoulder preparation work as planned.
The 2 days requested for backfilling the edge of new pavement should be denied because this is also planned work.
Tru-Mix actually worked only 2 days to remove and replace the A.C. ditch and add driveways at Gary West and the Antique Store and add the driveway at Pioneer Village.
The backfill necessary at the headwall at Sta. 555+50 was only about 11 C.Y. more than what was necessary to backfill the excavated area. One-half day is adequate for this work.

There was no delay in defining work at the alley near Sta. 659+00. When Tru-Mix decided to do that work it was outlined what to do at that time. The utility interference took about ½ hour to correct.

Oct. 6 was not charged as a workday as is shown on Weekly Statement of Calander Day Charges for week of Oct. 5 to 11.

Oct. 12 to noon on Oct. 21st. for a total of 9½ days request should be denied because the job was not completed until Oct. 21st. at noon.

There was no shut-down order given to Tru-Mix for the Labor Day week-end. They did no work from Aug. 19 to Sept. 5, 1975.

cc: C.T. Keasey
    Tru-Mix

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jacksonville-Medford Bikeway

WEEK ENDING: November 22, 1975

SECTION PREFIX: 115-1160

HIGHWAY: Jacksonville

COUNTY: Jackson

NAME OF JOB: ksonville - Medford Bikeway

KIND OF WORK: Grading and Paving

CONTRACTOR: -Mix Construction Company

CONTRACT NUMBER: 8158

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 1 17, 1975

DATE WORK STARTED: April 28, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 125

CALENDAR DAYS USED: 146

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 116

PROJECT AUTHORIZATION: 143,692.42

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: 132,298.31

ENGINEERING AUTHORIZATION: 11,394.11

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: 103,334.47

ENGINEERING COST TO DATE: 12,514.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101

ESTIMATED PERCENT OVERRUN UNDERRUN: -19 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED: October 22, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD
	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT	4.18	4.18			4.
MILES PARTIALLY COMPLETED	4.18	4.18			4.18
MILES COMPLETED	4.18	4.18			4.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump Sum	Lump Sum			3000
TOTAL QUANTITIES CORRECTED TO DATE	"	"			1875
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	100%			1875
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 24 1975
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed and Semi-Final Estimate being prepared.

SIGNED Wm. H. Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE [illegible] SUBMIT 4 COPIES

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 24, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 10 and 24 Bid Lettings

Bids were taken April 10 and 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in Oregon Laws 1971, Chapter 366.

April 10 Bid Letting

1. Gellately Summit-Wren

   Corvallis-Newport Highway, Benton County

   Grade and pave project

   > Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Douglas County Line-Hauser

   Oregon Coast Highway, Coos County

   Paving project

   > Same as No. 1.

3. M.P. 22 - M.P. 2.8

   Salem-Dayton Highway, Yamhill County

Grade and pave project

Same as No. 1.

4. Succor Creek and Cow Creek Bridges

I.O.N. Highway, Malheur County

Structures project

Same as No. 1.

5. Cherry Heights Road-Wright Street (The Dalles)

The Dalles City Street, Wasco County

Structure project

Five-foot sidewalks will be provided on the structure

6. Jacksonville-Medford Bikeway

Jacksonville Highway, Jackson County

Grade and pave project

Class III bike lanes will be provided throughout the project

7. Necanicum Highway Junction

Oregon Coast Highway, Tillamook County

Grade, pave and sign project

Same as No. 1.

8. Elk Creek Bridge

McKenzie Highway, Lane County

Grade, pave and structure project

Same as No. 1.

9. Ford Lane-The Dalles-California Highway

Culver Highway, Jefferson County

Grade and pave project

Same as No. 1

April 24 Bid Letting

1. Pacific Highway East U'xing-N. Columbia Blvd.

Pacific Highway, Multnomah County

Grade, pave, sign and illumination

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use." Nonmotorized vehicles are prohibited south of the Delta Park Interchange.

2. Fountain Slide

Columbia River Highway, Hood River County

Road restoration and warning system project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. SW Canterbury Lane-Tualatin River

Pacific Highway West, Washington County

Grade, pave and signals project

Same as No. 2.

4. Oregon City-New Era

Pacific Highway East, Clackamas County

Grade and pave project

Same as No. 2.

5. Vale-Cairo Junction

Central Oregon Highway, Malheur County

Grade and pave project

Same as No. 2

6. Oak Crest Farm

Salem-Dayton Highway, Polk County

Grade and pave project

Same as No. 2.

7. N. Unit, Richmond Jct-Girds Creek Road

Service Creek-Mitchell Highway, Wheeler County

Grade, oiling and structures project

Same as No. 2.

8. NW Park Avenue-NW 2nd Avenue (Portland)

W. Burnside Street, Multnomah County

Grade, pave, signal and landscape project

Same as No. 2.

9. Orchard Drive-Washington Street (Dallas)

Kings Valley Highway, Polk County

Grade, pave and flasher project

Same as No. 2.

10. North Fork Walla Walla River Bridge

FAS 30-115, Umatilla County

Structure project

Same as No. 2

11. Astoria Area Safety Projects

3 Highways, Clatsop County

Signing and illumination project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

12. Portland Area Signal Projects

City Streets, Multnomah County

Signals project

Same as No. 11.

13. Catherine Creek

La Grande-Baker Highway, Union County

Grade and pave project

Same as No. 2.

14. Oregon Coast Highway at W. Devils Lake Road

Oregon Coast Highway, Lincoln County

Grade and pave project

Bicycle trails will not be included as the project consists of minor grading and surfacing to obtain a left-turn refuge.

15. Veneta-Middle Fork Coyote Creek

Florence-Eugene Highway, Lane County

Grade and pave project

Same as No. 14.

16. Fossil Section

Shaniko-Fossil Highway, Wheeler County

Rock production project

Same as No. 11.

17. Richland Section

Baker-Copperfield Highway, Baker County

Rock production project

Same as No. 11

18. Bullards Bridge

Oregon Coast Highway, Coos County

Maintenance painting project

Same as No. 11

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Victor D. Wolfe
Gary Sund
Jack Graham

WHW:mc dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 6, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Jacksonville-Medford Bikeway
Jacksonville Highway
Jackson County

I learned via telephone conversation today with Glen Clark, Region III Federal Aid Engineer, that the proposed sewer project in conflict with the subject project is considered a dead issue.

Jacksonville City officials will furnish Mr. Clark with a letter to that effect.

Therefore, it seems appropriate to advance the subject to contract.

FET:we
cc: E. S. Hunter
L. W. Rulien
Victor D. Wolfe
Alfred Shirley
C. G. Swenson
W. E. Cole

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

[illegible] SR [illegible]

Purpose [illegible]

Origin & Destination [illegible]

[illegible] DESCRIPTION OF [illegible]

Length [illegible] miles

Termini Jacksonville-Medford

Alignment ☐ New ☒ Existing ☐ Combined

(Form [illegible])

Jacksonville-Medford Bikeway
ORE 238 Jacksonville Hwy.
Jackson County

This proposal is being advanced in response to a request from local bike enthusiasts. It will fill a need for a recreational route to and from the historic Jacksonville community and the Medford area. The plan is to construct a one-way Class III bike path utilizing the shoulder area on each side of the highway. It will not be necessary to acquire any new right-of-way and the operation of the facility by bike riders will not materially impact or conflict with the normal vehicular uses. It should be of benefit to both as the different types of equipment will be separated by shoulder striping and identified by appropriate signing. The construction will be accomplished by widening and improving the existing shoulders.

In view of the nature and purpose of the project it is considered to be qualified to conform to the criteria for a non-major action.

Description of Project (cont.)

Right-of-Way (acreage and type of land use) ______

Typical Section 4' to 6' wide shoulders each site. Class III (one way-with traffic flow).

Structures ______

Characteristics (ADT) ______

Other General Information (or Supplemental information to items) ______

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☐ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) __________________

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) __________________

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☒ Other Assessment

Note: According to Chapter I of Title 23 CFR, Part 771.9, this project is deemed a non-major action.

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

314

DATE July 25, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Finance Approval
Three Bikeway Projects

The surveys for the following Bikeway Projects have been completed and every effort is being made to complete plans for an early letting.

	TYPE	COST
1. Campus Drive - O.T.I. (Klamath Falls) Bikeway Klamath County This bikeway is 0.5 miles in length and will extend our previously constructed bikeway to service Oregon Technical Institute.	Class II	$ 58,000
2. Jacksonville-Medford Bikeway Jacksonville Highway Jackson County The length of this section is approximately 4.0 miles and is proposed as a highway shoulder facility.	Class III	128,000
3. River Road (Cottage Grove) Bikeway Coast Fork Willamette R. Lane County This section 1.6 miles in length follows the west bank of the coast fork Willamette River paralleling River Road in Cottage Grove. Bureau of	Class I	127,500

Outdoor Recreation funding has been approved for 50 percent of the estimated cost. The State's share of 50 percent will amount to $63,750.

I recommend these bikeway projects and request your authorization to add $255,000 to the current State Construction Program to cover their total estimated cost.

This matter will be on the agenda for your consideration at the July 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
V. D. Wolfe
Gary Sund
R. E. Whipps

BLG:bz cm

81

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1974

SUBJECT: Financial Approval for Bikeways

To: Mr. L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

Please proceed with funding approval for the following bikeway projects. Projects 1 and 2 are tentatively scheduled for the August 29 letting; project 3 is tentatively scheduled for September 26.

	Project	Type	Est. Cost
1.	Campus Drive-O.T.I. (Klamath Falls) Bikeway Klamath County	Class II	$ 58,000
2.	Jacksonville-Medford Bikeway Jacksonville Highway	Class III	128,000
3.	River Road (Cottage Grove) Bikeway North Fork Willamette River Lane County	Class I	63,750 (63,750) BOR
	Subtotal		$249,750
	Contingency		5,250
	Total		$255,000

I recommend these projects be constructed with State funds at an estimated cost of $255,000. The BOR has approved 50 percent funding for project 3.

These projects are presented for your consideration and we request your authorization to include them on our current State Construction Program.

Victor D. Wolfe
Location Engineer

RECEIVED
JUL 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JDM:jp
cc E.S. Hunter
J.H. Versteeg

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE 12-3-73

TO MEMO TO THE FILES

NOTED
E. S. HUNTER

FROM ALFRED SHIRLEY, JR., Regional Engineer

SUBJECT

On Tuesday, November 27, I met with Don Stathos at Medford to discuss his thoughts on a bike path between Medford and Jacksonville on the Jacksonville Highway.

Mr. Stathos' concept of a bike path in this area is considerably different than what the Division's thinking is in the way of a bike path.

Basically, Mr. Stathos is talking about paving the shoulders of this section as they now exist with no grading such as required to widen the section. So, in his mind, there are no right of way acquisition requirements.

It would be necessary to build one small bridge to accommodate the bicyclists.

I indicated to Mr. Stathos that we would prepare a cost estimate to do the paving and the construction of a small bridge. This may satisfy Mr. Stathos but if the work is done, it is my recommendation that the section not be signed or striped or otherwise indicated as a bike path.

AS/cw

cc Victor D. Wolfe ✓

RECEIVED
DEC 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LOCATION
SECTION

R

[illegible]
[illegible]

March 14, 1972

Hugh E. Dierker, M. C., Director
Jackson County Health Department
1313 Maple Grove Drive
Medford, OR 97501

Dear Dr. Dierker:

Mr. Jackson has asked me to reply to your letter of February 25 regarding bicycle traffic between Jacksonville and Medford and between Ashland and Medford.

Attached is a copy of our letter to Mr. Henry F. Padgham, Jr., Chairman of the County Board of Commissioners, which I believe answers the question posed in your letter. Also attached are copies of the map and news release sent to Mr. Padgham.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Att.
bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
J. H. Versteeg

VDW:mc ms

HUGH E. DIERKER, M.D., M.P.H.
PHYSICIAN & SURGEON
DIRECTOR

1313 MAPLE GROVE DRIVE, MEDFORD, OREGON, 97501
PHONE 779-2330

February 25, 1972

Mr. Glenn Jackson
Chairman
State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

You are undoubtedly aware of the marked increase in bicycle traffic between Jacksonville and Medford and Ashland and Medford. You are also fully aware of the many arguments in favor of this healthful form of transportation. One thing I would like to underscore is the fact that more and more people are using bicycles in this area for daily transportation and not just for recreation.

We "bicycle nuts" of Jackson County have approached the County Commissioners regarding identifiable bicycle lanes on the two highways mentioned above. We were informed that these were state highways and, therefore, you would be the appropriate one from whom to request such a project.

Hopefully, said project is high on your priority list, but if you would like to discuss this further when you are in town, please contact me at any time.

Best regards,

Hugh E. Dierker, M. D., Director
Jackson County Health Department

HED:bbm

cc: Jackson County Commissioners
Donald Stathos, Representative

RECEIVED
MAR 3 1972
LOCATION
SECTION

8159 Ford Lane-The Dalles/Cal. Hwy 1975
Sec Culver Hwy SW of Madras
(Grading and paving)

8159

4984

FILED
OCT 27 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

October 23, 1975

United Telephone Company
of the Northwest
313 South Sixth Street
Redmond, OR 97756

Attn: C. E. Harris

NOTED ON
11-6-75

Gentlemen:

This is to acknowledge receipt of your letter of October 21, 1975, with attachments indicating that R. L. Coats owes you for material, labor, etc., in the amount of $4,467.86.

This appears to be in connection with the R. L. Coats Contract No. 8159 for grading and paving on the Ford Lane-The Dalles/California Highway Section of the Culver Highway in Jefferson County.

The Safeco Insurance Company of America through C. A. Tomassene & Son, 520 S.W. 6th Ave., Portland, OR 97204, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. This project was completed on August 4, 1975, and accepted on October 2, 1975.

We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing. Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:ser

cc Safeco Insurance Co. of America
C. A. Tomassene & Son
R. L. Coats
John Holcomb

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

UNITED TELEPHONE COMPANY OF THE NORTHWEST
313 South Sixth Street
Redmond, Oregon

United Telephone System

21 October 1975

Cecil Head
Commission Services
Oregon Dept of Transportation
Salem, Oregon 97310

Dear Mr. Head:

Mr. John Holcomb, Regional Utility Engineer for the Oregon State Highway Division in Bend, has suggested I send this billing to you for you to send to the Contractor's bonding company.

I appreciate your help in collecting this bill and if I can be of any further assistance, please call me at 548-8111.

Sincerely,

C. E. Harris

CEH:mc

RECEIVED
OCT 22 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED TELEPHONE COMPANY OF THE NORTHWEST
SPECIAL BILL

UTS

PLEASE MAIL PAYMENT TO:
CASHIER
UNITED TELEPHONE COMPANY
601 STATE STREET
HOOD RIVER, OR. 97031

BILL NUMBER: 412

DATE OF BILL: Sept. 17 1975

TOTAL AMOUNT DUE: 4,467 86

R L Coates
General Contractors
Bend, Oregon 97701

We appreciate Your Cooperation. It's a pleasure to Serve You.

DETACH THIS PORTION AND RETURN WITH PAYMENT

BILL NO.	DATE	NAME
412	Sept. 17 1975	R L Coates

Charges for damage done while working under contract for Oregon State Highway Div. near Culver on 05-16-75

Material	1,823 01
Labor	1,041 94
Overheads	1,092 78
Rearrangement cost	510 13

Line was above grade of road and we assume no responsibility for this

cr12023000

TOTAL AMOUNT DUE	4,467 86

FORM U 204 REV. 4-74

UNITED TELEPHONE COMPANY OF THE NORTHWEST

R L Coates

☒ Ø INITIAL
COL. I

☐ I REVISED
COL. I

UNITED TELEPHONE COMPANY
OF THE NORTHWEST
WORK ORDER AUTHORIZATION

CO. NO. 01

WORK ORDER NUMBER 89622512

TITLE CA CUT RL COATS CULVER HY Culver

CONTROL ACCT. 13930000 RESP CODE 2622 DATE APPROVED 0675

EST. START DATE 0575 EST. COMP. DATE 0675 REV. DATE ______ NET EST. COST $ 6798.00

DETAIL LEVEL
LABOR DETAILED ☐
MATERIAL DETAILED ☐
ESTIMATE IN TOTAL ☐

BUDGETED
$keep cost

TYPE
ENGINEERING ONLY ☐
MONTHLY CLOSING ☒

Repair $396.00

FIXED CAPITAL ACCOUNTS		RESERVES		MONEY REQUIREMENTS	
GROSS ADD'N	$ 3757.00	PLANT RET'D	$ 2645.00	GROSS REQ'T	$ 4153.00
PLANT RET'D	$ 2645.00	COST OF RM	$ -0-		
		SALVAGE	$ -0-	SALVAGE	$ -0-
NET ADD'N	$ 1112.00	NET TO RESERVE	$ 2645.00	NET REQ'T	$ 4153.00

DESCRIPTION OF WORK TO BE DONE:

This work order will repair and replace 800' of 200 pair feeder cable that was damaged by R.L. Coats, General Contractors, working under contract for the Oregon State Highway Division on a grading and paving project--Ford Lane-The Dalles/Calif. Hwy. Sec., Culver Hwy.

This section of cable had been relocated to a supposedly safe location, 26' from the center line of construction at sub-grade depth. Cut stakes in this area were calling for a 2' to 3' cut out to 21' from center line, with a 2:1 slope to 27' from center line.

At approximatly 1:30 PM on 05/16/75, R.L. Coats cut to sub-grade 30' to 32' from center line of construction, and at approximately Hwy Sta. 594+90 cut the relocated cable and damaged the cable 50' to 100' in both directions. R.L. Coats had previously damaged a water line in the area and the damaged cable was exposed to water.

The cable was required to be replaced from pedestal to pedestal for a total of 800' of new cable.

Bill to: R.L. Coats
General Contractors
Bend, Oregon 97701 382-2166

Send notification that R.L. Coats has been billed for damages to:

John E. Holcomb
Regional Utility Engineer
Ore.State Hwy. Division
PO Box 1242
Bend, Ore. 97701

CLOSING COPY

		DATE			DATE
PROJECT OR DISTRICT ENGINEER		06/16/75	VICE PRESIDENT-OPERATIONS		6/24/75
SUPERVISING ENGINEER		06/16/75	PRESIDENT		
DIVISION MANAGER		06/18/75			
ENGINEERING DIRECTOR		[illegible]	DATE APPROVED BY BOARD OF DIRECTORS		

October 14, 1975

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On October 3, 1975, we wrote to you concerning release of final payment on Contract No. 8159 awarded to R. L. Coats for work on Ford Lane-The Dalles/California Highway Section of the Culver Highway in Jefferson County.

Final payment on this contract is $26,806.79 and the total contract amount is $526,711.82. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc R. L. Coats
B. B. Newport Ave.
Bend, OR 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ford Lane - The Dalles/ Calif Hwy

WEEK ENDING: August 30, 1975

SECTION PREFIX: 116-0501

HIGHWAY: Culver

COUNTY: Jefferson

NAME OF JOB: Ford Lane - The Dalles/Calif Hwy

KIND OF WORK: Grade & Pave

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 8159

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 17, 1975

DATE WORK STARTED: April 28, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ WORKDAYS 140

WORK DAYS USED

CALENDAR ~~DAYS USED~~ WORKDAYS USED 87

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 62

PROJECT AUTHORIZATION: $619,494.35

EXCLUSIVE OF ENGINEERING: $570,371.45

ENGINEERING AUTHORIZATION: $49,122.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $528,834.49

ENGINEERING COST TO DATE: $32,290.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90.6

ESTIMATED PERCENT ~~XXXXXXX~~ UNDERRUN: 7.4 %

PERCENT OF AUTHORIZATION: 65.7 %

DATE PROJECT WAS COMPLETED: August 4, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.39	4.39			4.39
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.39	4.39			4.39
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,900 CY	39,300 ton			22,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	16,827 CY	40,228 ton			21,097 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,827 CY	40,228 ton			21,097 ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				None charged - contract complete
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
[illegible]
CONSTRUCTION
S

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

CONTRACT COMPLETE

Semi-final estimate was submitted to Region office August 26, 1975.

FINAL REPORT.

SIGNED LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

361

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

January 14, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Ford Lane-The Dalles/Calif. Highway
Culver Highway
Jefferson County

TO: MEMORANDUM TO THE FILES

The structure over the North Unit Main Canal has guard rail acting as bridge rails. The guard rail is of current design and will not be disturbed. The "A" end pieces will be removed and Type "C" end pieces installed.

LKW:we
cc: C. T. Keasey
Victor D. Wolfe ✓
Carl M. Williams
C. G. Swenson T

361

OREGON STATE HIGHWAY DIVISION

INTERDEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 2, 1974

TO Carl M. Williams, Region 4 Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Preliminary Plans for Review

1-2-75

504+92

[illegible] R.C. Permit No. 2220 issued 7-5-[illegible] also letter from [illegible] 1-9-74

Herewith 3 sets of Grading & Paving preliminary plans, Ford Lane - The Dalles/California Hwy. Section, Culver Highway, Jefferson County, for distribution for review prior to contracting. Bids are to be received on April 24, 1975.

Please give these plans your immediate attention so that any recommended changes you suggest may be considered and the plans and specifications changed before the project is advertised. Recommendations should reach this office by February 20, 1975 [illegible]

Attachment

[illegible] recommendations [illegible] by Jan 1, 1975

[illegible]

[illegible] specials,

[illegible] (Prime [illegible] be deleted [illegible]

cc: E. S. Hunter
~~RxxRakkax~~
V. D. Wolfe
J. B. Boyd
C. T. Keasey
~~RxxHxxHashrix~~
L. E. George
J. Chidsey
C. G. Swenson
C. E. Layton
~~RxHxMxAx~~
R. C. Pool
R. J. VanCleave
R. L. [illegible]

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
Watson
Wolfe
Return
Discuss
Do
File Copy
Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 23, 1974

FILE:

FROM:
Adele L. Egan
Right of Way Office Manager

TO:
Mr. J. H. Versteeg
Road Design Engineer

B U I L D I N G

Attn: Mr. Floyd O. Scott

SUBJECT: File 48378
Irrigation Syphon
Ford Lane-The Dalles/Cal. Hwy.
Culver Hwy.
Jefferson County

In accordance with the December 9 letter from Carl M. Williams and the fact that a permit for the irrigation syphon was issued, we are canceling this right of way file.

AE:nn
cc: C. M. Williams
H. G. Brainerd
Title
Appraisal 3 ✓
Frank Lowe
A. Riveness 2
1

NOTED
FLOYD O. SCOTT
1-3-75

30

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

December 12, 1974
Salem, Oregon

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Ford Lane-The Dalles/Calif. Hwy.
Culver Highway
Jefferson County

TO: MEMORANDUM TO THE FILES

A discussion was held by phone with R. A. Sandmann, Region Construction Engineer, on the material source and disposal site on the named section.

With the concurrence of Region IV, the proposed material source will be shown as a prospective source.

The disposal site for the 16,000± cubic yards of excess material will be mandatory. This material will be used to widen the existing embankment on The Dalles-California Highway between M.P. 105.44 to M.P. 105.73 within the existing right of way for a future southbound climbing lane. It is proposed that the future surfacing would be constructed by Region maintenance forces. The proposed widening will connect with previous climbing lane construction.

LKW:we
cc: Carl Williams
C. G. Swenson

361

Salem, Oregon
November 18, 1974

Frank E. Terpin F.E.T.
Final Design Engineer

Carl M. Williams
Region IV Engineer

Ford Lane-The Dalles/Calif. Hwy.
Culver Highway
Jefferson County

A prospective material source was proposed by Resident Engineer W. W. Robertson on the named section. Please have a development plan and the necessary permits prepared for this site. Enclosed is a print of drawing number [illegible] for your information.

LKW:we
Enclosure
cc: C. T. Keasey
C. G. Swenson
Gary A. Potter
Lyle K. Watson

____ Versteeg ✓
____ A. Olson ____
____ Terpin ____
____ Scott ____
____ Swenson ____
____ R. Olson ____
____ Trout ____

RECEIVED
NOV 18 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____
Other ____

8137

3601

Salem, Oregon
November 7, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48375 - Bergen
48378 - Yates
Ford Lane - The Dalles/Calif.
Hwy. Section
Culver Highway
Jefferson County

Attached are 2 descriptions, an authorization and Right of Way prints covering permits to construct Irrigation Facilities on the subject section, which is scheduled for April 24, 1975.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Unit 1, Ford Lane - The Dalles-Calif. Hwy.
Highway: Culver Secondary (FAR 16-010)
County: Jefferson
Prefix: 116-1302

Res. Engr. Wilmer W. Robertson
Approx. Length 4.6± miles
~~Sta.~~ M.P. 7.0± to ~~Sta.~~ M.P. 11.6±
Date October 25, 1974

Mean Truck A.D.T. 358
Traffic Coefficient 8.1
18 kip s. a. per day 56.2

Annual Precipitation 10"±
Frost Penetration 30"±
CBE Total Requirement 24.0"

(1)

Typical Soil	
27	LL
8	PI
95	%P 10
56	%P 200
5	% Gravel
5	% C Sand
34	% F Sand
38	% Silt
18	% Clay
17	R Value
A-4	AASHO Classif.

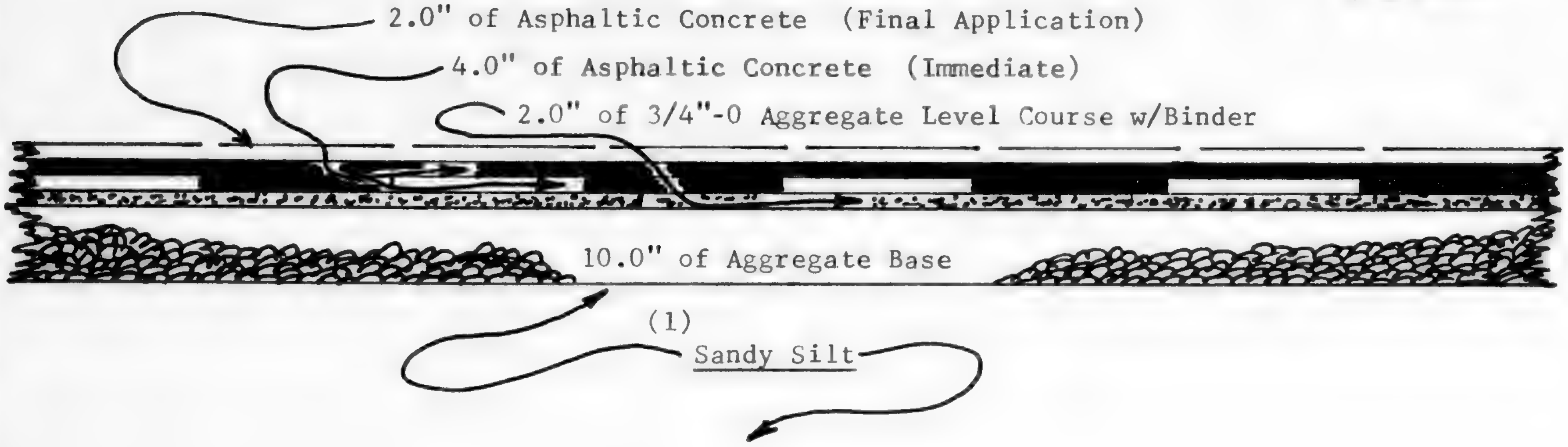
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	A.L.
10.0	10.0	A.B.
24.0	18.0	

STRUCTURAL SECTION

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder
10.0" of Aggregate Base
(1)
Sandy Silt

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Unit 1, Ford Lane - The Dalles-Calif. Hwy.
Highway: Culver Secondary (FAR 16-010)
County: Jefferson
Prefix: 116-1302

Res. Engr. Wilmer W. Robertson
Approx. Length 4.6± miles
~~Sta.~~ M.P. 7.0± to ~~Sta.~~ M.P. 11.6±
Date October 25, 1974

Mean Truck A.D.T. 358
Traffic Coefficient 8.1
18 kip s. a. per day 56.2

Annual Precipitation 10"±
Frost Penetration 30"±
CBE Total Requirement 24.0"

(1)

Typical Soil

LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

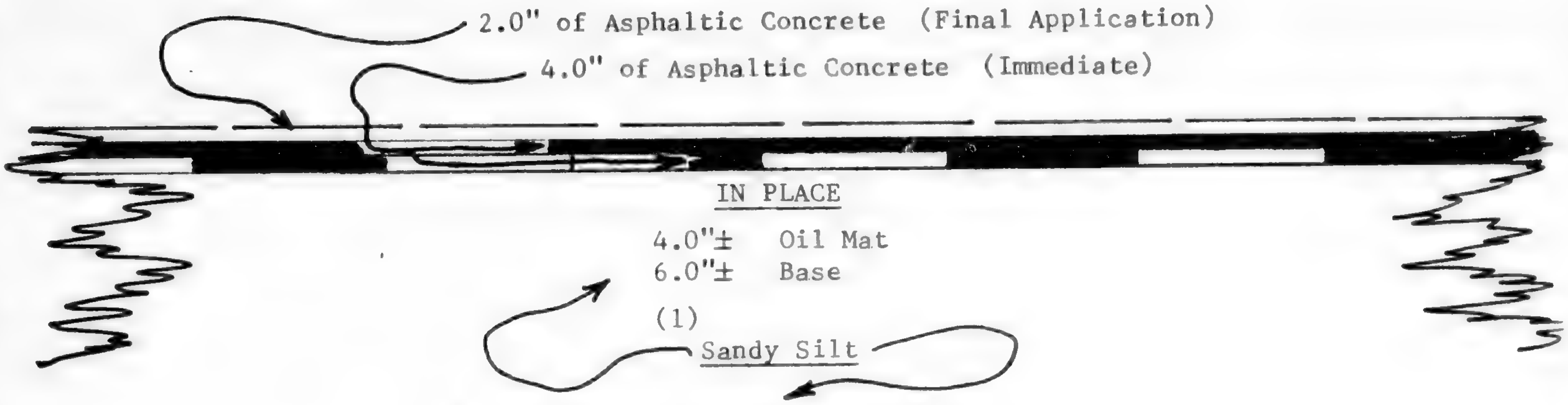
SEE PAGE 1

Materials Source:

Credit	Actual Thick.	Component
Over Existing Roadway		
	2.0	A.C. (F.A.)
	4.0	A.C. (I.)
Overlay thickness determined by deflection measurements.		

STRUCTURAL SECTION

* EXISTING ROADWAY


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
IN PLACE
4.0"± Oil Mat
6.0"± Base
(1)
Sandy Silt

* Where the existing roadway is to be incorporated into the structural section, a twenty foot width of the paved section is to be utilized.

Submitted by C. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by for J. H. Winstead
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
NOV 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Unit 1, Ford Lane - The Dalles-Calif. Hwy.

HIGHWAY: Culver Secondary (FAR 16-010)

COUNTY: Jefferson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	13.0"	22.0"	18.5"
6.0 - 7.0	3.0"	2.0"	11.0"	19.0"	16.0"
4.8 - 6.0	2.0"	2.0"	10.0"	16.0"	14.0"
Cars Only	2.0"	2.0"	*10.0"	12.0"	14.0"

* The thickness of the Aggregate Base Course was increased to make the actual thickness equal to approximately one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 7.1 and a C.B.E. Requirement of 21.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 1.0 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Unit 1, Ford Lane - The Dalles-Calif. Hwy.

HIGHWAY: Culver Secondary (FAR 16-010)

COUNTY: Jefferson

1200 Present ADT (19 75)

28 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	273	1.1	300	287	450	129,150
3	45	1.1	50	48	1000	48,000
4	2	1.1	2	2	1250	2,500
5	20	1.1	22	21	3180	66,780
6	0	---	--	--	2570	- - -
				358	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 246,430

TWENTY YEAR EWL 4,928,600

TRAFFIC COEFFICIENT 8.1

SECTION: Unit 1, Ford Lane - The Dalles-Calif. Hwy.

HIGHWAY: Culver Secondary (FAR 16-010)

COUNTY: Jefferson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made--See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See Remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made as this is primarily a widening project utilizing part of the existing roadway; A.C. is better for this type of construction.

PRO 3

SALEM, OREGON

December 2, 1974

John R. Oakes
Assistant Right-of-Way Engineer

ORIGINAL SIGNED BY
[illegible]

L. W. Rulien
Project Management Engineer

PROGRAMING
Files 48375 and 48378
Ford Lane-The Dalles/California Highway Section
Culver Highway
Jefferson County

Bond funds in the amount of $500 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with IM 80-1-72 dated 7-28-72, "Protective Buying and Hardship Acquisition".

This is a fiscal year 1975 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 116-2601 should be used for this expense.

CRN:ljt

cc: Bill Mouner
C. P. Laux

FORM E 30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE November 26, 1974

TO L. W. Rulien
Project Management Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

116-2601

SUBJECT PROGRAMING
Files 48375 and 48378
Ford Lane-The Dalles/California Highway Section
Culver Highway
Jefferson County

Please authorize the use of bond funds to purchase the necessary right-of-way from the above property.

This right-of-way is estimated at $500 and does not involve any relocation.

JRO:ha
cc M. R. Mitchell
Bob Poggione

O.K.

H

8160 Elk Cr Br Sec of McKenzie Hwy 1975
32 mi E of Springfield
(Grade, pave, & structure)

January 15, 1976

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
921 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $2,250.00 will be made to Freedom Bridge on Contract No. 8160 for work on the Elk Creek Bridge Section of the McKenzie Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $74,778.85 including the post-final payment. Of the total $1,973.11 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Freedom Bridge
P. O. Box 3258
Salem, OR 97302

Fred S. James & Co.
1 S.W. Columbia
Portland, OR 97201

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

January 7, 1976

Freedom Bridge
Post Office Box 3258
Salem, OR 97302

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8160 for work on the Elk Creek Bridge Section of the McKenzie Highway in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 30 days is granted leaving seven days in effect at $75 a day. This is because of a 30-day error on the State's weekly statement of contract time charges through the first 90 percent of the contract period. The contract allowed 120 calendar workdays, whereas the weekly statements of workday charges showed 150 days. There were several work items to complete, including removal of falsework when the 150 days expired. Time was not charged in November when the late extra riprap work (Extra Work Order 2) was performed.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 5, 1976

FILE: CON 5 #8160

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Elk Creek Bridge Section
Contract No. 8160
Request for Time Extension

Freedom Bridge requests a 37-day extension of this contract time because of a 30-day error which was carried on the State's weekly statements of contract time charges through the first ninety percent of the contract period, weather interference with the last painting and finishing, and refinishing of a slope. The contract allowed 120 calendar workdays. From the very beginning, the weekly statements of workday charges showed 150 days. This was discovered in late August when about 109 days had elapsed. At that time the contract was about 70 percent completed, but the actual 120 day time allowed in the contract was about 90 percent gone. The contractor claims he was guided and influenced by the weekly statement of contract charges which he was receiving. This is an unusual circumstance and I would agree with the field recommendations to grant the mistaken 30 days now as a time extension.

When 150 days had elapsed, the project was 97 percent done. The resident engineer lists 4 items of work that were unfinished. The project was placed under a stop work order October 17 when these items were completed and the last work done on the project was under an extra work order for one day which was not counted. The project was considered complete October 31 with 37 days liquidated damages counted. We recommend a 30-day extension leaving 7 days in effect at $75 per day.

This was a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
[illegible]
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
December 30, 1975

J.X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

Attention John Bond

SUBJECT: Elk Cr. Bridge Section
McKenzie Highway
Lane County
Contract No. 8160

Attached is a time extension request submitted by the contractor on the subject project. Ellis Jones' analysis letter, also attached, pretty well summarizes the history of the project and reflects my own feelings.

The contractor overran the allotted 120 days by 37. Of these, I recommend 30 days be granted, leaving 7 days of liquidated damages.

JXW/cw
Attach.

cc Ellis Jones

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
DEC 31 1975
CONSTRUCTION
SECTION
Richards
Glenn
Berg

FORM 1-10

OREGON STATE HIGHWAY DIVISION File: CON 5

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon

DATE December 12, 1975

TO Alfred Shirley
Region Engineer, Roseburg

FROM Ellis H Jones
Ellis H. Jones, Resident Engineer

SUBJECT Elk Creek Bridge Section
Contract: 8160
Prefix: 20-0501
Request for Increase in Number of Work Days

ROSEBURG REGION
RECEIVED
DEC [illegible] 1975

The limiting number of calendar work days for the Elk Creek Bridge Section was 120 days. However, the first weekly statement of Calendar Day Charges sent from this office to the contractor inadvertently indicated the limiting number of days as 150. This error was not detected until August 29, 1975, at which time the contractor was sent a corrected copy of the weekly Calendar Day Charges. The corrected statement showed that instead of having 41 days remaining, he had 11 days to complete the contract work.

The contractor indicates that he uses the time remaining figure shown on the weekly statement of Calendar Day Charges to plan and schedule his work.

The project records do indicate that the contractor was using the 150 calendar day count as an accurate figure, since the major portion of the grading work was not scheduled to begin until the middle of September, at which time he would have been on penalty. In view of this, the 30 days extension should be granted.

Allowing these additional 30 calendar work days, the new scheduled completion date is October 10, 1975, at which time the following work remained to be completed:

weekly shows
97% done.

(1) The fills around the newly constructed bridge ends needed to be shaped up and compacted.

(2) The embankment at sta. 232+75 to 233+50 still needed shaping and compacting.

(3) The bridge parapets had not been surfaced finished and painted.

(4) The falsework material had not been removed, which prevented final clean-up and fine grading of the area.

During the following week, enough work was completed to warrant the ending of the calendar work day count as of October 17, 1975. — "Stop work"!

The contractor indicates that he had attempted to paint the bridge parapets, however, the inspector would not allow him to do so because of rainy weather. Our records show that of the first seventeen days of October, only three days had sufficient amount of rain to prevent him from surface finishing and painting the bridge parapets.

On November 12, 1975, the contractor constructed a rip rap inlay and reshaped the slope at sta. 232+75 to 233+50 Rt. Since the major portion of this work was performed on force account, no calendar work days were charged.

In view of the above data we feel that the contractor should be penalized 7 calendar days.

LDL/fs
cc: File

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date [illegible], 19[illegible]

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 157 days, within which to complete our Contract No. 8160, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (see attached statements)

Respectfully submitted,

Contractor

By

CONSENT OF SURETY

Date November 13, 1975

We, Fireman's Fund Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Carol A. McAllister
Fred. S. James & Co.
Resident Agent
One Southwest Columbia
Portland, Oregon 97258

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8160 Contractor Freedom Bridge

Highway McKenzie

Section Elk Creek Bridge

Kind of Work Grade, Pave & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 30-day extension of contract time leaving 7 days in effect at $75 per day. This is because of a 30-day error on the State's weekly statements of contract time charges (carried through the first ninety percent of the contract period).

Recommended for Approval:

J. X. Wilson
Regional Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No. 8160
Project designation (State) State-Federal
Date awarded April 17, 1975
Work started May 15, 1975
Per cent completed 100% 10/31/75 Date
No. of Workdays Allowed 120 CWD
No. of Workdays Used 157 CWD
No. of Added Workdays Requested 37

SP*67865-734

★★★★★★★ Freedom Bridge ★★★★★★★

[illegible]

The contractor requests an increase in the number of workdays according to section 108.09 subsection (b). The working statement of calendar days, changes that lowered the working number of calendar days ~~change~~, as 100 from the May 10th statement to August 28. The working statement which was "ready" on August 29, which corrected the working number of calendar days, was not received in the contractor's office until September 4. Up to that time, it was the contractor's assumption that the [illegible] day limit specified on the calendar changes was the correct figure, and all work and scheduling was done under that assumption. [illegible], the project is a state funded project, and [illegible] considered at an earlier date to permit [illegible] in the work schedule, the contractor requests an additional [illegible] calendar days on the contract.

And [illegible] on the [illegible] with the exception [illegible] the contractor [illegible]

[illegible]

Contractors representatives [illegible] slope [illegible] were completed [illegible]

On [illegible] with water and stripping [illegible]

It is the contractor's [illegible] were stopped [illegible]

December 26, 1975

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Depat.
92[illegible] S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8160 awarded to Freedom Bridge for work on the Elk Creek Bridge Section of the McKenzie Highway in Lane County was completed on October 31, 1975, and accepted by the Administrator and State Highway Engineer on December 24, 1975.

Final payment in the amount of $[illegible],581.6[illegible] will be released to the contractor after December 31, 1975. The total contract amount is $72,528.86 including $1,973.11 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. T. Read
[illegible]

sr

cc Freedom Bridge
P. O. Box 3258
Salem, OR 97302

Fred S. James & Co.
1 S.W. Columbia
Portland, OR 9720[illegible]

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

REPORT NO. 28

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION ELK CREEK BRIDGE	WEEK ENDING NOVEMBER 22,1975
		SECTION PREFIX 20-0501
	HIGHWAY MCKENZIE	COUNTY LANE
NAME OF JOB ELK CREEK BRIDGE SECTION	KIND OF WORK GRADING, PAVING AND STRUCTURE	
CONTRACTOR FREEDOM BRIDGE	CONTRACT NUMBER 8160	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT APRIL 17,1975	DATE WORK STARTED MAY 15,1975	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS 120 CWD	WORK DAYS USED 157.0CWD
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 84701.38	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 130.8%
EXCLUSIVE OF ENGINEERING: $ 77303.88	ENGINEERING AUTHORIZATION $ 7397.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: ** $ 75247.21	ENGINEERING COST TO DATE $ 9830.86 THIS WEEK 0.0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97.3%
ESTIMATED PERCENT [redacted] UNDERRUN 2.7 %	PERCENT OF AUTHORIZATION 132.9%	DATE PROJECT WAS COMPLETED OCTOBER 31,1975

**Note: Estimate does not include credit for liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	GUARD RAIL	
	100.%	100.%	100.%	100.%		100.%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.10	0.10			0.10
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.10	0.10			0.10
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1900. CY	520. CY			150. TONS
TOTAL QUANTITIES CORRECTED TO DATE	1516. CY	478. CY			195. TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1516. CY	478. CY			195. TONS
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3970B						
PERCENT	100.%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY		0	
MONDAY	SHOWERS	0	
TUESDAY	PARTLY CLOUDY	0	
WEDNESDAY	MOSTLY CLOUDY	0	
THURSDAY	RAIN	0	
FRIDAY	CLEAR	0	
SATURDAY		0	

CAUSE OF DELAY

Project completed October 31, 1975

RECEIVED
1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Elk Creek Bridge - for week of November 16 thru 22, 1975.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: No activity. Office force working on semi-final.

Next week: No activity planned.

Project completed October 31,1975. Semi-final to be submitted November 26, 1975.

SIGNED

Ellis H. Jones, Resident Engineer

LOCATION Eugene

PRIME RECIPIENT SUBMIT [illegible] WHEN BRIDGES AND GRADING BOTH ARE [illegible]

SP-F216

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
ROSEBURG, OREGON 97470

DATE March 10, 1975

TO C.G. SWENSON
FINAL DESIGN

2 Writing ✓
1 T
Copy Swenson
Copy

RECEIVED
1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Approval ☐
Keep ☐
Do not File ☐
Return To
Other

Elliott Parker

FROM ELLIOTT PARKER
REGION ENGINEERING GEOLOGIST

SUBJECT ELK CREEK BRIDGE SECTION
MCKENZIE HIGHWAY, LANE COUNTY

We have examined several prospective sites for the required 1800 cubic yards of fill material for the bridge approaches.

We have decided that prospective source sites could be used to further benefit the area. Two sites are proposed:

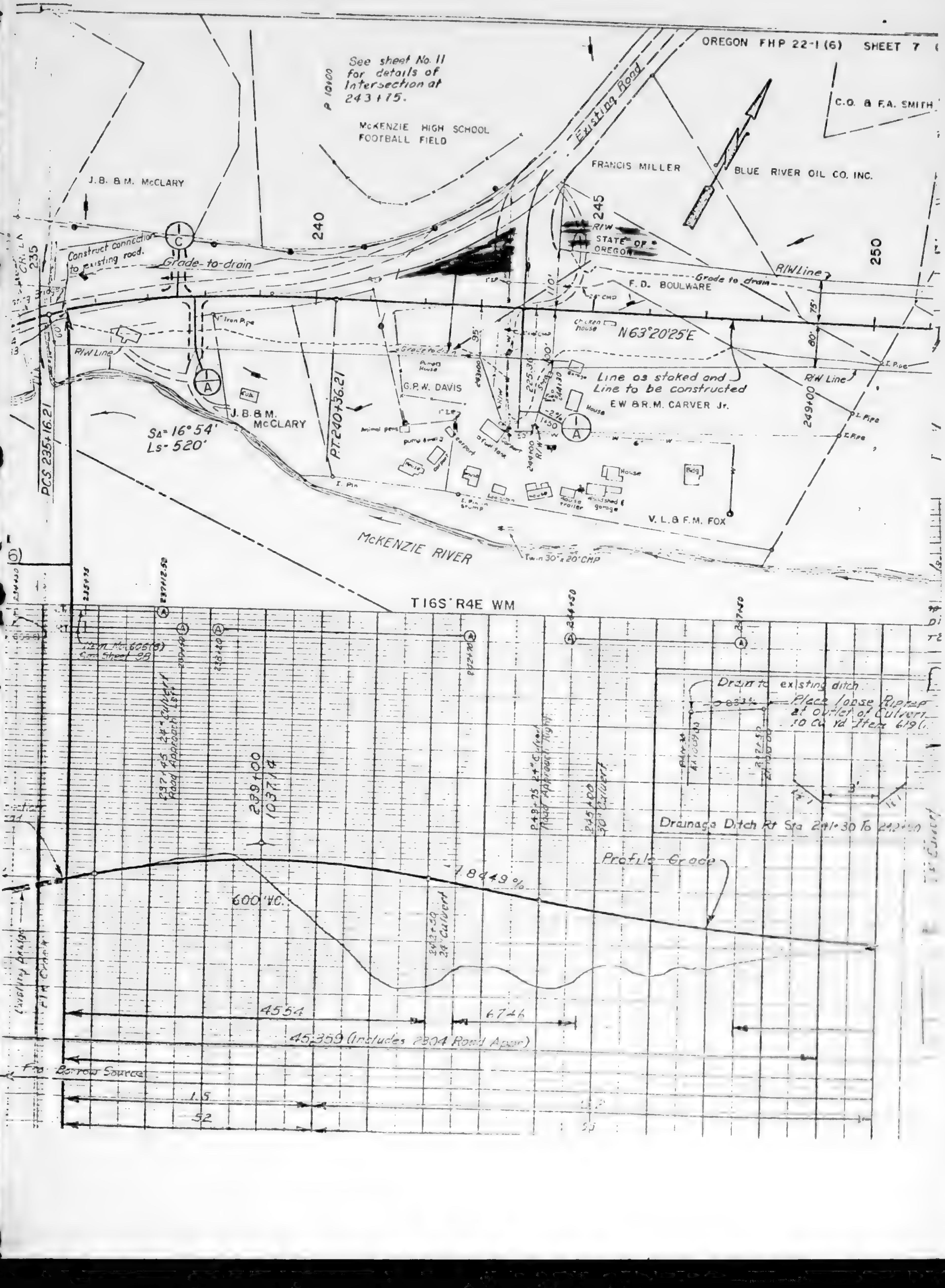
1.) approximately 1000 feet northeast of the Elk Creek Bridge structure, Station 242-245, within the present right-of-way and on the northerly side of the McKenzie Highway. Excavation of material from this area will improve sight distance near McKenzie High School,

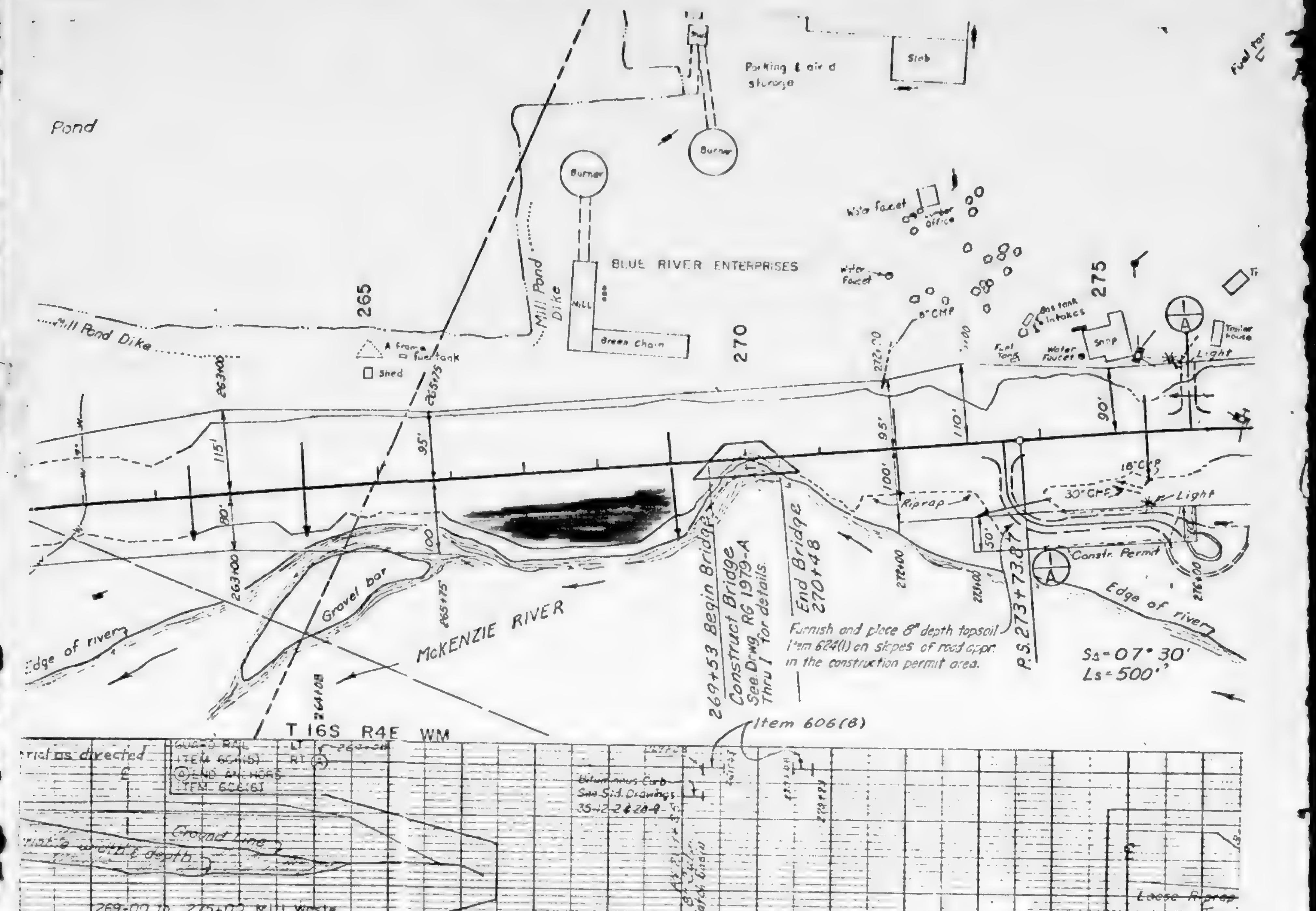
2.) Any other material considered necessary for use will come from a cut remnant on the river side (south side) at M.P. 40.14 (Stations 263+75-265+75). This site is approximately 2000 feet upriver from the above site.

As stated above, these two (2) sources should be considered prospective only.

c.c. J. X. Wilson Region Construction Engineer
Ellis Jones Resident Engineer + Doug Green
File

REFERRED TO
[illegible]


OREGON FHP 22-1 (6) SHEET 7
See sheet No. 11 for details of Intersection at 243+15.
McKENZIE HIGH SCHOOL FOOTBALL FIELD
P 10.00
Existing Road
C.O. & F.A. SMITH
FRANCIS MILLER
BLUE RIVER OIL CO. INC.
J.B. & M. McCLARY
240
245
250
235
CR. LN
Construct connection to existing road.
Grade-to-drain
R/W STATE OF OREGON
F.D. BOULWARE
Grade to drain
R/W Line
N63°20'25"E
Line as staked and Line to be constructed
E.W. & R.M. CARVER Jr.
G.P.W. DAVIS
J.B. & M. McCLARY
Sa= 16°54'
Ls- 520'
P.C.S. 235+16.21
P.T. 240+36.21
249+00
V. L. & F.M. FOX
McKENZIE RIVER
Twin 30" x 20' CMP
T16S R4E WM
Item No. 605(8) See Sheet 98
237+45 24" Culvert Road Approach Left
239+00
1037.14
248+75 24" Culvert Road Approach Right
245+00 30" Culvert
243+50 24" Culvert
600' V.C.
-1.8449 %
Profile Grade
Drain to existing ditch
Place loose Riprap at outlet of Culvert 10 Cu Yd Item 619
Drainage Ditch Rt Sta 241+30 To 242+50
4554
6746
45,359 (Includes 2304 Road Appr)
Fr. Borrow Source
Existing Bridge
1.5
52
55


Pond
Parking & air'd storage
Slab
Burner
Burner
Mill Pond Dike
Mill Pond Dike
BLUE RIVER ENTERPRISES
Mill
Green Chain
A frame
fuel tank
Shed
Water Faucet
Lumber Office
Water Faucet
8" CMP
Gas tank intakes
Fuel Tank
Water Faucet
Shop
Trailer house
Light
Light
18" CMP
30" CMP
Riprap
Constr. Permit
265
270
275
263+00
265+75
272+50
115'
95'
95'
110'
90'
90'
100
100'
50'
263+00
265+75
269+53 Begin Bridge
Construct Bridge See Drwg. RG 1979-A Thru 1 for details.
End Bridge 270+48
272+00
273+00
P.S. 273+73.87
276+00
A
Gravel bar
McKENZIE RIVER
Edge of river
Edge of river
Furnish and place 8" depth topsoil Item 624(1) on slopes of road appr. in the construction permit area.
SΔ = 07° 30'
Ls = 500'
264+08
T 16S R4E WM
Item 606(8)
rial as directed
Guard Rail Item 604(5)
Ⓐ End Anchors Item 606(6)
LT RT Ⓐ 264+00
Ground Line
width & depth
269+00 to 275+00 Mill Waste Conserve 11,500 C.Y. for Item 625(3)
Bituminous Curb See Std. Drawings 35-12-2 & 28-9
Catch Basin
Loose Riprap Typi
270+70 to
Profile Grade
+1.6947%
1030
269+00 24" Culvert 1 End Section Begin Bridge Inlet End
Construct Bridge See Drwg. RG 1979-A Thru 1 for details
270+48 End Bridge
Profile Grade
+1.6947%
262+50 24" Culvert 2 End Sections
264+00 6" Culvert
24" Culvert
269+53
272+00 24" Culvert 1 End Section Inlet End
273+60 36" Culvert Rd. Appr. Rt.
273+40 24" Culvert 1 End Section Inlet End
276+00 24" Culvert
1030
Derrick Placed Rock Embankment
Loose Riprap Class 3
472
68,492 (Includes 3,138 of unsuitable material)
3:3
1859
87,513 (Includes 10,135 Backfill Subgrade
(1 3547 Road Approach)
for haul material to disposal site
1.5
5.0
133
158
260
265
270
275

15

Salem, Oregon
January 17, 1975

Frank E. Terpin F.E.T.
Final Design Engineer

Alfred Shirley Jr.
Region III Engineer

Elk Creek Bridge Section
McKenzie Highway
Lane County

We have reviewed the comments and suggestions set forth in Mr. Greene's and Mr. Jones' letter of January 6, 1975, regarding preliminary plans for the project.

Additions and revisions to the plans have been made as follows

1. Temporary guard rail has been added to the bridge plan.
2. A plan for temporary protection and direction of traffic during construction has been added to the plans.
3. The grades on the bridge plans are finish grade but an asphaltic concrete wearing surface, the same thickness as on the existing deck, is also shown to be placed on the widened deck. The bridge plans show the top of the concrete deck extensions matching the plane of the existing concrete deck.
4. The specifications for the project will allow the use of salvaged guard rail if it is in good condition.
5. We will follow your recommendation on the embankment material required, leaving it up to the contractor to supply.

FE:we
cc: D. S. Greene
Ellis Jones
C. G. Swenson
Fred Eriksen

15

Form 81 734-1939

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Eugene, Oregon
January 6, 1975

FROM: J.J. Greene, Resident Engineer
By Dave Jones, Asst. Res. Engr.
Dave Jones

SUBJECT: Plan Review
Elk Creek Bridge
McKenzie Highway

TO: Alfred Shirley Jr.
Regional Engineer
Roseburg, Oregon

Attention: Marty Havig
Region Office Engineer

As requested we have reviewed the grading plans for the proposed project. Ellis Jones has the bridge plans and has reviewed them.

We have the following comments and recommendations:

1. There is a need for temporary guardrail on the bridge and approaches during construction (none is indicated).

2. There is no temporary traffic plan (We understand one is being developed by the Construction Section).

3. The deck grades indicated on the bridge plans are finish concrete. The grading plans sheet three indicate a profile of top of existing surface (there is an overlay on the structure). This causes a discrepancy in the finish elevations, which should possibly be noted on both the grading and bridge plans.

4. The special provisions should allow the use of the salvageable guardrail members in the new guardrail, because most of the existing guardrail is in good condition.

@4

REFERRED TO

ard Reed
Cole Sample
Eriksen 7-? Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

A special request was made as to whether or not a borrow source would be required for the necessary 1800 cubic yards of embankment. We have investigated this and found the following possibilities:

1. A private source at Finn Rock belonging to Hamlin & Eck (a small contractor).

2. The USFS has material that is excess from a future timber sale, but their contract schedule doesn't coincide with our's. Elliot Parker should contact Bill Kyer of the Forest Service, Engineering Office at Vida and maybe something could be worked out.

3. Eugene Water and Electric Board has available dredgings from their power canal, which Bill Anhorn used in maintenance work last summer. This material is located between mile posts 15 & 16 on the McKenzie Highway and would require substantial haul.

4. The Corp of Engineers may have a source at Couger Resevoir, which could be used, but no contact was made with them at this time.

In discussing the material requirements with Elliot Parker, who investigated several sources also, and has input which should be considered.

It is our recommendation that due to the small quantity of material required, a mandatory source should not be specified and it should be left up to the contractor to supply his own embankment.

cc: Ellis Jones
Elliot Parker
JH VERSTEEG

7

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Salem, Oregon
December 30, 1974

A. D. Olson
Preliminary Design Engineer

Alfred Shirley
Region 3 Engineer

Elk Creek Bridge Section
McKenzie Highway
Lane County

This project is for structure widening on the Lane County first level bond listing. Originally priced at $24,000 we found that $93,000 would be more realistic. A copy of a November 13 letter on the subject is attached.

It has been suggested that it might be appropriate to widen only the westbound side at this time since the westbound traffic is coming off the Blue River bypass section with its wider typical section. Eastbound traffic has had the narrow section for several miles. There has been no particular accident pattern established at the bridge.

The cost of widening only one side would presumably be about half of the original project - or around $50,000. Your comments on whether this would be appropriate, whether the local C.O.G. would want the project at this price (considering the possibility that no more bond money will be available), etc., would be appreciated. This is on the March 27, 1975, contract schedule.

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REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Do
BY FINAL DESIGN ENGIN

ADO:jh
Attachment
cc: E. S. Hunter
Victor D. Wolfe

NOTED
F. ERIKSEN

[illegible]
[illegible]
including [illegible]
of $118,000. [illegible]
the original [illegible]

Salem, Oregon
November 13, 1974

aDOlson
A. D. Olson
Preliminary Design Engineer

Elk Creek Bridge Section
McKenzie Highway
Lane County

Victor D. Wolfe
Location Engineer

The Elk Creek Bridge is a structure widening project on the Lane County first level bond listing. Originally priced at $24,000 we find that a more realistic estimate would be approximately $93,000.

The existing facility is 30 feet wide and the proposed project would provide full Class A section of 44 feet. The existing roadway westerly from this area would appear to be 30 feet for a half mile and then 32 feet for the next five miles. To the east the roadway widens to a 68 foot section 500 feet east at the beginning of the left turn refuge for the old highway take off from the Blue River bypass.

The accident diagram for 1970 to the present time shows six accidents in a half mile section, one possibly involved with the bridge. Discussion with the District Engineer did not indicate any particular problem at the existing bridge. The comment has been made that this might be the only thing that anyone could think of in this area for the bond program.

Under our current emphasis on compatability of standards with adjoining sections it would appear appropriate to consider leaving the bridge at its current width unless a particular problem can be pinpointed. If this can be done then the cure to that problem should be explored rather than using an overall cure which should be provided by the proposed project.

Your comments would be appreciated.

ADO:we
cc: E. S. Hunter
Alfred Shirley

/ Versteeg ✓
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
NOV 13 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up __/__/__
Other

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 23, 1974

To: A. D. Olson
Preliminary Design Engineer

SUBJECT: Elk Creek Bridge Section
McKenzie Highway
Lane County

In response to your letter of November 13 and our discussions of December 19, I think the consensus was that due to a channelization immediately adjacent to the west end of the structure, a 10-foot shoulder should be provided on the upstream side with a 16-foot width for westbound traffic.

Victor D. Wolfe
Location Engineer

VDW:mc

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REFERRED TO

Beard ______ Reed ______
Col ______ Sample ______
[✓ Eriksen] ______ Watson ______
Hager ______ Wolfe ______
[✓ Return] Discuss Do File Copy Due ______
BY FINAL DESIGN ENGINEER

Salem, Oregon
November 13, 1974

ADOlson
A. D. Olson
Preliminary Design Engineer

Elk Creek Bridge Section
McKenzie Highway
Lane County

Victor D. Wolfe
Location Engineer

The Elk Creek Bridge is a structure widening project on the Lane County first level bond listing. Originally priced at $24,000 we find that a more realistic estimate would be approximately $93,000.

The existing facility is 30 feet wide and the proposed project would provide full Class A section of 44 feet. The existing roadway westerly from this area would appear to be 30 feet for a half mile and then 32 feet for the next five miles. To the east the roadway widens to a 68 foot section 500 feet east at the beginning of the left turn refuge for the old highway take off from the Blue River bypass.

The accident diagram for 1970 to the present time shows six accidents in a half mile section, one possibly involved with the bridge. Discussion with the District Engineer did not indicate any particular problem at the existing bridge. The comment has been made that this might be the only thing that anyone could think of in this area for the bond program.

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Your comments would be appreciated.

ADO:we
cc. E. S. Hunter
Alfred Shirley

____ Versteeg ✓
____ A. Olson
____ Terpin
____ Scott
____ Swenson
____ R. Olson
____ Trout

RECEIVED
NOV 13 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

[illegible]

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section [illegible]
Highway [illegible]
Length ________ Miles ________ Designer ____________
County Lane
Prefix ________
Date 11-8-74

GRADING AND SURFACING ITEMS

ITEM	UNIT	NET	GROSS	PRICE	AMOUNT
[illegible]	All	—			5,000
[illegible]	CY		2160	3^{00}	6480
[illegible]	[illegible]		750	9^{25}	6938
Class "C" [illegible]	[illegible]		161	20^{00}	3220
[illegible]	[illegible]		4	325^{00}	1300
Guard Rail [illegible]	[illegible]		100	20^{00}	2000
[illegible]	[illegible]		550	10^{00}	5500
Guard Rail [illegible]	[illegible]		4	350^{00}	1400
Guard Rail [illegible]	[illegible]		4	130^{00}	520
[illegible]	[illegible]		550'	1^{50}	825
			[illegible]	[illegible]	33,183
		[illegible]	20%		6,637
					39,820
[illegible]					53,000
				[illegible]	$92,820

TOTAL ____________

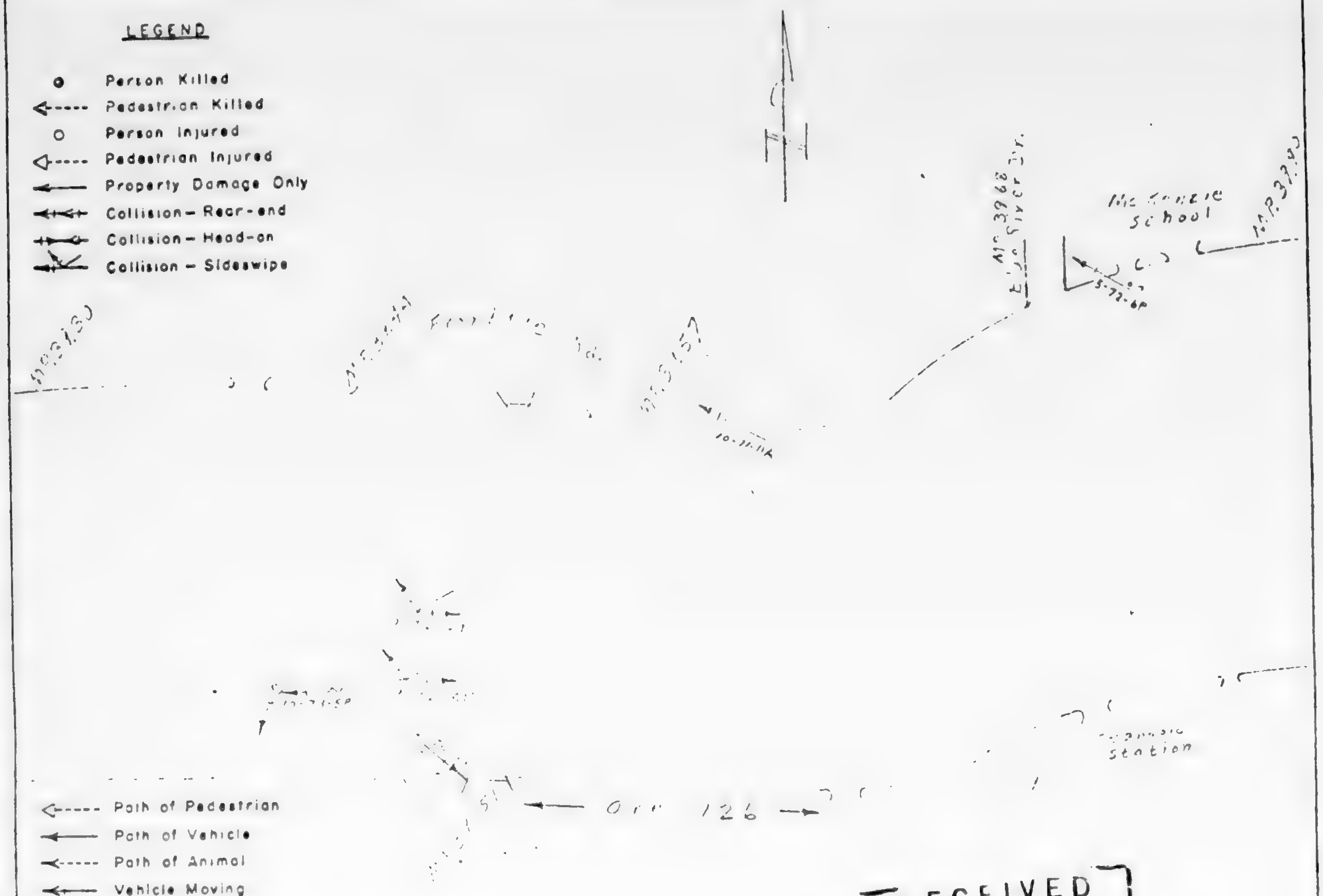
ON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ______ County [illegible]
Intersection of [illegible] and [illegible]
Highway Number [illegible] [illegible]
Period Covered [illegible] [illegible]
Compiled by ______ Drawn by ______ Date [illegible]

LEGEND

- ● Person Killed
- <---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- <---- Path of Pedestrian
- ← Path of Vehicle
- <---- Path of Animal
- ← Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ☐ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

RECEIVED
AUG 22 1974
BRIDGE DIVISION

Collision Type	[illegible]				[illegible]				[illegible]				[illegible]				[illegible]			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																			2	2
Sideswipe							1	1												
Turning Movement										1		1						1		1
Parking																		1	1	2
Non-collision			1	1		1		1												
Fixed Object														1		1		1		1
Pedestrian																				
Backing																				
Misc																				
TOTAL			1			1				1		1		1		1		3	3	6

Form E-261-6-70

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

September 24, 1974

Salem, Oregon

FROM: Jack Davis
Foundation Engineer

TO: Walter J. Hart
Bridge Engineer

SUBJECT:

Foundation Recommendation
And Site Investigation
Elk Creek Bridge Widening
McKenzie Highway
Lane Co.
Bridge No. 3970A

Location

This structure to be widened crosses Elk Creek on the McKenzie Highway approximately one mile west of the community of Blue River in Lane County in the SW 1/4 of Sec. 29, T 16 S, R 4 E, WM.

Site

The existing structure is located near the middle of a curve to the right (eastbound), and due to trees and brush along the roadway the sight distance to the bridge is restricted, more seriously when eastbound than westbound. Adequate warning and signing must be provided during the construction operations.

The roadway and fills are constructed on deep aluvial deposits of sand, gravel, cobbles and boulders in excess of 18 inches in diameter. The composition of this material is evident in old photographs and records of the existing bridge under construction, and is also evident in the ground surface around and under the bridge (photo #12). Photographs of near vertical banks around excavations for footings for the original structure indicate this material is from dense to very dense compaction at the footing elevation, probably somewhat looser near the ground surface.

Due to the steep gradient of the streambed of Elk Creek, the foundation material would normally be highly erodable during peak water run-off periods. However, massive riprap has been placed on both streambanks from the abutments of the old bridge upstream of the existing structure to a point approximately 100 feet downstream from the bridge (photos #4 to #13). Large boulders have rolled into the streambed, have keyed in and are very stable, now showing rounding of the corners due to movement of smaller material over the top. All portions of the streambank through the structure area are well established and show no signs of distress.

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The existing structure is in excellent condition. Only very minor deck cracking is apparent under the deck, and no other cracking or damage was observed on the beams. Some lateral pressure has been placed against the columns and webwalls by the large riprap under the end spans, but no signs of distress are apparent.

Foundation Recommendation

Because of the presence of numerous boulders throughout the foundation material, piling of any type if not recommended at this site.

Spread footings for the interior bents of the widened portion may be established on the very dense gravels at the elevations of the existing footings, approximate Elevation 1001, at loads of 4 to 5 tons per square foot.

Excavation for deep footings at the end bents would greatly disturb the stability of the existing riprapped embankments at the structure ends. It is therefore recommended that spread footings for the end bents be established approximately eight feet below the existing deck surface at all four corners of the structure. The material at these locations appears to be well compacted and well protected by existing riprap. Elevations for these footings derived from the "As Constructed" drawings are:

Bent 1 Rt.	El. 1019
Bent 1 Lt.	1022
Bent 4 Rt.	1021
Bent 4 Lt.	1024

These footings may be designed to carry loads of 3 tons per square foot.

Riprap

The Special Provisions for this contract should carry caution and instructions for removal and replacement of existing riprap. Only such riprap should be disturbed as is necessary for footing excavations, with careful replacement and keying of the riprap around the footings and columns after these members are constructed. Some additional riprap may be required around the upper slopes of the widened fill at the bridge ends.

Utilities

Utility holes have been constructed in the existing bridge, although there are no utilities present at this time. Power lines follow the old roadway alignment to the north of the structure, crossing the roadway well to the east of the bridge (see vicinity map and photo #3). No other utilities are apparent.

JD/db/ag
Attach.
cc R. W. Ellison C. G. Swenson
L. L. Wallace A. C. Harwood

8161 Succor Cr & Cow Cr Bridges on 1975
I.O.N. Hwy 8 N of Jordan Valley
(Structures)

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER [illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

n Approved; O M B No. 04-R2089

State Oregon

County Malheur

Project Number RS-23-018(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 294,000	$ 294,000
Federal funds	$ 229,870	$ 252,252
Other revisions		

This modification is made for the following reasons:

To increase federal aid pro rata to 85.8% (Clause 'B') which results in a decrease in previous 100% funding under PL 94-30 to a net of $41,748.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, October 13, 1976

Federal Aid Project
No. RS-23-018(1)

Succor Creek and Cow Creek Bridges
ION Highway in Malheur County

Revised Project Agreement Estimate.

Type Code X080
Succor Creek Bridge #2118A (Sta 9+83 to Sta 11+30)

Same as previous estimate of April 5, 1976 $171,405.00

Type Code X021
Cow Creek Bridge #5225A (Sta 5768+55 to Sta 5769+39)

Same as previous estimate of April 5, 1976 72,485.00

TOTAL same as previous estimate of April 5, 1976 $294,000.00

Length of Structure (2) - - - - - - 0.044 mile

*Federal Funds - $252,252.00

State Funds - 41,748.00

TOTAL $294,000.00

Group 1-100%

Contract 8161

Prefix 123-1035

*Increase Federal-Aid Pro Rata to 85.8%

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5 17		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
MODIFICATION NUMBER 2		Project Number RS-23-018(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 294,000	$ 294,000
Federal funds	$ 229,870	$ 294,000
Other revisions		

This modification is made for the following reasons:
The Project Agreement executed April 29, 1975 is modified to increase Federal-aid participation to 100 percent in accordance with PL 94-30. Such additional Federal Funds requested total $ 64,130."
All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of May, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10 75)

Previous editions are obsolete

GPO 895-313

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER [illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Malheur

Project Number RS-23-018(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 29, 19 75, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 281,241	$ 294,000
Federal funds	$ 219,902	$ 229,870
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14 day of April, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, April 5, 1976

Federal-Aid Project
No. RS-23-018(1)

Succor Creek and Cow Creek Bridges
I.O.N. Highway in Malheur County

Revised Project Agreement Estimate.

Type Code X080 Succor Creek Bridge #2118A (Sta. 9+83 to Sta. 11+30)		
Same as Previous Estimate of April 24, 1975		$171,405.00
Type Code X021 Cow Creek Bridge #5225A (Sta. 5768+55 to Sta. 5769+39)		
Same as Previous Estimate of April 24, 1975		$ 72,485.00
Subtotal on Previous Estimate of April 24, 1975		$247,790.00
Additional Approved Items		
EWO 2 Revise Spacer Plates	All Required	$ 100.00
EWO 3 Additional Flagging	All Required	9,180.00
SFO 2 Place Shoulder Rock on Structure Approaches	All Required	930.00
	Increase	$ 10,210.00
	Subtotal	$258,000.00
	Engineering	36,000.00
	Total	$294,000.00

Length of Structures (2) - - - - - - - - 0.044 Mile

Federal Funds		$229,870.00
State Funds		64,130.00
	Total	$294,000.00

Group 1	100%
Contract No.	8161
Prefix	123-1035

Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Malheur PROJECT NO. [illegible](1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

[illegible] of Jordan Valley

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-17-75	3.[illegible]
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT $ 281,241	FEDERAL FUNDS $ [illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter
Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

Date executed by Division Engineer ______________________

Form PR-2 (Rev. 9-74) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 301(c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division

Federal-Aid Project
No. RS-23-018(1)

SUCCOR CREEK AND COW CREEK BRIDGES
FAS 23-018 IN MALHEUR COUNTY
Salem, Oregon, April 24, 1975

Project Agreement estimate.

Type Code X080
Succor Creek Bridge #2118A (Sta. 9+83 to Sta. 11+30)

Temporary Protection and Direction of Traffic	All	Required (50%)		$ 3,750.00
Temporary Signs	70	sq.ft.	10.00	700.00
Temporary Continuous Rail Traffic Barrier, Lighted	240	lin.ft.	9.00	2,160.00
Temporary Guard Rail, Type 1A	150	lin.ft.	20.00	3,000.00
Temporary Traffic Signal Installation	All	Required (50%)		15,000.00
Flagmen	20	hours	20.00	400.00
Guard Rail, Type 2A	425	lin.ft.	8.00	3,400.00
Guard Rail, Type 3	100	lin.ft.	15.00	1,500.00
Guard Rail Anchors, Type 1	4	only	400.00	1,600.00
Rail End Pieces, Type C	4	only	200.00	800.00
Bridge Removal Work	All	Required		12,500.00
Structure Excavation	100	cu.yd.	20.00	2,000.00
Furnish HP 10X42 Steel Piling	400	lin.ft.	13.50	5,400.00
Furnish HP 12X53 Steel Piling	552	lin.ft.	15.00	8,280.00
Drive Steel Piles	22	only	400.00	8,800.00
Splice Steel Piles	5	only	100.00	500.00
Structural Concrete, Class 3300 (20 c.y.)	All	Required		5,000.00
4'X45'/50' Prestressed Slabs	24	only	2,500.00	60,000.00
4'X50'/55' Prestressed Slabs	3	only	2,500.00	7,500.00
Reinforcement (3500 lbs.)	All	Required		3,000.00
Structural Steel (10,500 lbs.)	All	Required		10,000.00
Four Tube Steel Railing	293	lin.ft.	55.00	16,115.00
				$171,405.00

Type Code X021
Cow Creek Bridge #5225A (Sta. 5768+55 to Sta. 5769+39)

Temporary Protection and Direction of Traffic	All	Required (50%)		$ 3,750.00
Temporary Signs	65	sq.ft.	10.00	650.00
Temporary Continuous Rail Traffic Barriers, Lighted	235	lin.ft.	9.00	2,115.00
Temporary Guard Rail, Type 1A	150	lin.ft.	20.00	3,000.00
Temporary Traffic Signal Installation	All	Required (50%)		15,000.00
Flagmen	20	hour	20.00	400.00
Guard Rail, Type 2A	200	lin.ft.	8.00	1,600.00

Guard Rail, Type 3	100 lin.ft.	15.00	1,500.00
Guard Rail Anchors, Type 1	4 only	400.00	1,600.00
Rail End Pieces, Type C	4 only	200.00	800.00
Bridge Removal Work	All Required		10,000.00
Structure Execavation	20 cu.yd.	30.00	600.00
Furnish HP12X53 Steel Piling	128 lin.ft.	15.00	1,920.00
Drive Steel Piles	4 only	500.00	2,000.00
Splice Steel Piles	1 only	100.00	100.00
Structural Concrete, Class 3300 (13 cu.yd.)	All Required		6,500.00
4'X40'/45' Prestressed Slabs	4 only	2,800.00	11,200.00
Reinforcement (1,600 lbs.)	All Required		1,500.00
Three Tube Steel Railing	165 lin.ft.	50.00	8,250.00
			$ 72,485.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Class "C" Mod. Asphalt Concrete on Bridge Decks	All Required	3,600.00
Permanent Pavement Striping	All Required	100.00
Stage Construction Striping	All Required	100.00
		$ 3,900.00

Subtotal	$247,790.00
Engineering	33,451.00
Total	$281,241.00

Length of Structures (2) - - - - 0.044 mile

Federal Funds	$219,902.00
State Funds	61,339.00
Total	$281,241.00

Group 1 - 100%

Contract No. 8161

Prefix No. 123-1035

SUCCOR CREEK AND COW CREEK BRIDGES

I.O.N. HIGHWAY IN MALHEUR COUNTY

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00
		$ 500.00

March 8, 1976

Safeco Insurance Co.
1300 SW First Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $4,293.42 will be made to Ross Bros. Construction, Inc. on Contract No. 8161 for work on the Succor Creek and Cow Creek Bridges Section of the I.O.N. Highway in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $263,000.47 including the post-final payment. Of the total $13,574.97 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

December 26, 1975

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $9,180.40 will be made to Ross Bros. Construction, Inc., on Contract No. 8161 for work on the Succor Creek and Cow Creek Bridges Section of the I.O.N. Highway in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $258,707.05 including the post-final payment. Of the total $9,281.55 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

December 12, 1975

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen

On December 5, 1975, we wrote to you concerning release of final payment on Contract No. 8161 awarded to Ross Bros. Construction, Inc., for work on the Succor Creek and Cow Creek Bridges Section of the I.O.N. Highway in Malheur County.

Final payment on this contract is $12,471.28 and the total contract amount is $249,425.50 including $101.15 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

456

REFERRED TO

2 ✓ Board ____ Reed ____
____ Cole ____ Sample ____
____ Erikson ____ Watson ____
____ Hager ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

NARRATIVE REPORT

Succor Cr. & Cow Cr. Bridges

The project was awarded to Ross Bros. Construction Inc., on April 17, 1975. The contract amount was $243,890.00 with Total Authorization being $281,809.15. Hamilton Const. Co., & Douglas S. Coats Const. were the only other bidders on this project.

The preconstruction conference was held on May 12, 1975. Ross indicated they would start work at Succor Cr. Bridge. They planed to work both structures at the same time, installing temporary traffic signals at both locations. This work plan was followed during contract with good results.

Contract Time:
Time allotted for this contract was 120 calendar days. Calendar day count started on May 10, 1975. Contract work started on May 14, 1975, 4 days into contract time. Due to nature of contract work, i.e. one way traffic, contractor was given a stop work order on all holidays. Ross Bros. worked consistantly from start to finish with little wasted motion. The project was completed on Sept. 18,1975 using all of the calendar days allotted for the project.

Temporary Protection & Direction of Traffic
Contract Temporary Signing was initiatted according to plans with the addition of "One lane Road Ahead Signs" installed at both structures. At Succor Cr. Bridge we installed "Bridge Const. Ahead 1 Mile" sign North of structure at top of hill. This was necessary due to 6% down grade with poor sight distance. Some truckers still complained of lack of signs. Main objection was distance between first sign "Bridge Const Ahead 1 Mile" and 2nd sign, "Slow" which was originally the first sign of plan sequence.

One way traffic only signals was put into operation on July 7, traffic was put back to two way traffic and signals removed on Sept. 11,1975. Close coordination was required with permits section as during one way traffic wide loads were restricted to 10'. The permits sections of Oregon, Idaho & Nevada were kept informed of job status. Wide load restriction signs were placed at Marsing Jct. in Idaho and at Idaho-Oregon line as well as at Burns Jct.

As both bridges were worked simultaneously , signing was required at both locations. Special Provisions of contract stated in part that payment for all items under section 111 would be limited to quantities shown in comtract pay items. The special provisions only had enough quantity to work one bridge at a time. The contractor put in a claim for payment of quantities furnished & installed on project stating that Special Provisions were ambiguous and both structures had to be worked in order to complete project within contract time allotted. After review at Region and Salem level it was agreed to pay for items under Section 111 according to standard specifications. A price agreement was written to delete method of payment in specials and referred items to standard

Specs. Subject PA increased project cost by $7,060.00. Bid item #6 Flagging allowed for only 40 hours. Actual flagging required was 670 hours. It was obvious prior to letting contract 40 hours was not enough flagging time but request to increase flagging time was ignored. Flagging was required on numerous occasions, excavation end Bents, installing false work, pile driving, removal of structure, setting slabs, etc. Some of the flagging had to be done after traffic signals were installed. The signals were only set up for one way traffic, which did not furnish desired traffic movement during much of the construction operation.

Under PA #1, Flagging was paid for at contract bid price for 40 hours shown in special provisions. All required flagging bryond contract amount was paid for on a force account basis. The additional cost for flagging beyond contract amounted to $9,450.00. This caused contract to overrun by approximately 2%.

This was a hazardous project particularly at Succor Cr. Br. The Bridge on a 6° curve with a 6% down grade. Going into one way traffic virtually in the middle of the desert. A high percentage of ADT of 1,000 vehicles were trucks. The Temporary Direction measures called for on the plans performed their job in good order.

Construction
Work began at Succor Cr. Br. steel piling were driven with Vulcan 106 Air hammer. All piling at Succor Cr. Bridge drove virtually to refusal. Piling at Cow Cr., 4 total, drove to approximately 35 ton bearing. Freeze tests on all 4 piling were all above required 50 ton bearing. After completing pile driving majority of work was at Succor Cr. Br. Excavation for Bents 1 & 4 and falsework took one week to complete. All of this work had to be done under flagging.

On June 27, signal subcontractor went to work. Signals were put in operation on July 7 or after the 4th of July weekend. Traffic put into one way stage on July 7.

On August 4,1975 traffic was switched to stage II at Succor Cr. Br. Bridge removal work was accompleshed with headache ball. Concrete was placed in caps under traffic by removing decking from falsework at Bents 1 & 4 doing half of cap, replacing decking, switching traffic, then the remainder of cap completed. precast slabs fit very well. There were problems with inserts cast in slab, span 3 Lt. Wrong spacing of Bridge rail posts required contractor to cut off bolts of rail & reweld them to match existing post spacing. A P.A. was written penalizing contractor $300.00 for this error. One slab in span 3 was cast approximately 2" to long. Slab was accepted with a $200.00 penalty.

At Cow Cr. Bridge inserts for Bridge rail posts were cast at 5" centers with rail posts built with 4" centers according to plans. Supplier came up with fix to satisfy all concerned. Rail installed with modification.

Work continued on both structures, removal of overhang at Cow Cr. produced a very ragged edge. 3" saw cut was made but in many cases this did not cut thru top mat of deck steel. It was mutually agreed to make another saw cut at edge of outside beam, jack hammer cut concrete and rplace approximately 8" of deck on both sides. Joint was painted with epoxy, deck poured with mastic seperating precast slab and bridge deck. Good results were obtained with method described above.

Stage II of Succor Cr. Bridge was completed and traffic put on two way basis on Sept. 5. There were times we had to go back to one way traffic between Sept. 5 & Sept. 12 for various construction operations. Paving of both structures was completed on Sept. 11,1975 which opened both bridges to permanent two way traffic.

Signals were removed on Sept. 12. Project was completed on Thursday Sept. 18.

Discussion of Contract Problems and Noteworthy Construction Procedures
Temporary Cirection of Traffic - Only problem here was overruning quantities set up for contract. Do mot anticipate future problems in this area with lesson learned.

Would suggest hard look at requiring flashers to have power source other than batteries whenever feasable. It was a constant hassle keeping flashers in operation Cost of batteries are very high with short life. We think it would be cheaper and better on a project with any length of time involved to require furnishing power from existing utility.

At Cow Cr. Bridge option given to contractor to build structure under one way traffic or two way traffic. Contractor chose one way traffic. This bridge could have been built under two way traffic with very little inconvenience or additional cost to contractor. We feel that on future contracts if both options are feasable, maintaining two way traffic is desirable and should be required.

A number of problems occured with hardware items on precast slabs. A closer check by our inspectors at precast yard could eliminate most of these problems. We are not trying to take responsibility away from the supplier but correcting errors in the field, even with penalties involved, takes away from the finish product.

Widening Existing Structures
In the removal work we required a 3" saw cut in existing deck. If removal work is performed after saw cut with headache ball or pavement braker the bottom mat of steel breaks concrete on bottom of deck back to existing outside beam. This leaves a sliver triange hard to get a good patch job accomplished. I would suggest making saw cut, then removal of concrete with jackhammer, burning deck steel while holding section of overhang to be removed. Another alternative would be to move cut line back to outside edge of existing outside beam & saving required deck reinforcement, repouring any portion of deck to get necessary deminsions.

ADDENDUM TO NARRATIVE REPORT

Semi-final Estimate

The bid items for Temporary Protection and Direction of Traffic have been paid at the original contract quantities only and the overruns will be paid by post semi-final upon the approval of P.A. #1 and E.W.O. #3 which cover these overruns. These quantity overruns are included in the Statement of Overruns and Underruns.

RECEIVED
NOV 1 1975
ROAD DESIGN SECTION
Scott
Swenson
R. Olson
Trout

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: Sequential Numbers

Index:

INDEXING: Begins with #8129 con't. Ends with: #8161 con't. on Reel 177

FLASH CARDS:

Remarks:

Reel No. 176 Reduction Ration 21x Project No

Camera: Name Bell+Howell Model File Master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 27th day of February 1986 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry